The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8871 | 宣統二年十月初七號 | TUESDAY, NOVEMBER 8, 1910. | 二拜禮 | 號八月一十英港香 | $36 PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUND:—
Sterling £1,500,000 at 2/-=$15,000,000
Silver $10,000,000
.....$25,000,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shewan, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. | S. A. Levy, Esq.
Andrew Forbes, Esq. | F. Lieb, Esq.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

N. J. STABB,
Acting Chief Manager.
Hongkong, 28th September, 1910. [30

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,600,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910. [28

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....„ 16,660,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months.....4½ % p.a.
" 6 " .....3½ " "
" 3 " .....2½ " "

TAKEO TAKAMIGHI,
Manager.
Hongkong, 27th September, 1910. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Tls. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co. } Frankfurt a/M.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken- und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
[illegible] 1910. [1

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $500 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

for the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....Gold $3,250,000
RESERVE FUND .....Gold $3,250,000

Gold $6,500,000
(about £1,500,000.)

HEAD OFFICE:—60, Wall Street, New York.
LONDON OFFICE:—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of banking and Exchange Business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 3½ " "
For 3 " 3 " "

N. S. MARSHALL,
Manager.
No 9, Queen's Road Central.
Hongkong, 26th September, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
G. Stepharius, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
G. R. Burkill, Esq.
J. A. Wattle, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force	537,855,885.00
Assets	8,415,750.00
Income for Year	2,566,559.00
Insurance Fund	2,216,813.00

LEFFERTS KNOX, Esq., District Manager,
B. W. TAPE, Esq. District Secretary. } Hongkong, Canton, Macao and the Philippines.
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.
Hongkong, 26th July, 1910. [810

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now Luxuriantly Furnished and Up-to-date in every respect. Situated in the most central position. Large and Airy Rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and Comfortable Lounge. Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. LYONS' (Trocadero) Leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo.
Telephone No. 197.
Telegraphic Address "Cosmos, Hongkong."
Hongkong, 1st September, 1910. [17

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named —

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DELTA ..... Capt. R. W. H. Snow ...	Daylight, 12th Nov.	Freight and Passage.
LONDON, &c., via usual Ports	ARCADIA ..... Capt. S. Eatcham	Noon, 12th Nov.	*See Special Advertisement.*
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	BORNEO ..... Capt. W. H. S. Hall ...	About 16th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI ..... Capt. A. G. Cubitt, R.N.R.	About 18th Nov.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 8th November, 1910. [4

Intimations.

LANE, CRAWFORD & CO.

TYPEWRITERS.

SAVE 30 per cent.

BY USING

GRADYIZED REBUILT TYPEWRITERS.

OLIVER No. 3	$165
OLIVER No. 5	$220
REMINGTON No. 7	$175
MONARCH No. 2	$240

CALL AND SEE THEM.

LANE, CRAWFORD & CO. [31

KUPPER PILSENER BEER.

THE LONG BOTTLE WITH THE LONGEST REPUTATION.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.
Established 1864.
Hongkong, 24th October, 1910. [33

Hotels.

WEISMANN'S BREAD.

ABSOLUTELY PURE AND WHOLESOME.

Hongkong, 22nd October, 1910. [497

HOTEL CRAIGIEBURN.

PLUNKET'S CAP, the PEAK, near the TRAM TERMINUS. Tel. 86.

For Terms, &c., apply to the

MANAGER.
[illegible] 1910. [37

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 7th November.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
TUESDAY, 8th November.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
WEDNESDAY, 9th November.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
THURSDAY, 10th November.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
FRIDAY, 11th November.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
SATURDAY, 12th November.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
	5.15 P.M. KINSHAN
SUNDAY, 13th November.	
10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,363 Tons and "SUI-AN" 1265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSIONS TO MACAO.

On SUNDAY, the 13TH NOVEMBER, 1910.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 4 P.M.
FARES:
1st Class Return $3, Single $1.50. 2nd Class Return $1.00, Single 60 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG" 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [5

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Hongkong, 5th February, 1909 Manager. [495

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.
Telephone, 190. Telegrams "Astor." [24

THE "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run as is proved by the fact that the number of Remingtons sold annually is greater than that of any other make.
It has always been and is to-day the recognised leader among writing machines.
It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, sometimes put up in imitation packing, which are on the market just now. They are offered at low prices and appear as new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON:
SINGER & CO.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail on
KOBE and YOKOHAMA	"Prinz Sigismund" ..... Capt. D. Lenz ...(T. 6,000)	About TUESDAY, 15th November.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"Prinzess Alice" ..... Capt. P. Grosch (T. 20,300)	WEDNESDAY, 16th Nov., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"Kleist" ..... (T. 17,020) Capt. O. Pahake	About WEDNESDAY, 16th November.
KUDAT and SANDAKAN	"Borneo" .....(T. 5,050) Capt. F. Semhill	End of November.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"Prinz Sigismund" ..... Capt. D. Lenz ...(T. 6,000)	SATURDAY, 3rd Dec., Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

WELCHER'S & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 7th November, 1910. [7

Intimations.

JAPANESE CURIOS.

DO NOT LOSE YOUR CHANCE TO GET THEM

AT

DAIBUTSU'S

ANNUAL CLEARANCE SALE.

FOR 15 DAYS ONLY.

GENUINE & WONDERFUL REDUCTIONS

ON OUR LARGE VARIETY

OF

JAPANESE GOODS

SUITABLE FOR

X-MAS PRESENTS.

Come Early to have your Choice.

DAIBUTZU & CO.,

Corner Store, Arsenal Street & Queen's Road East

Hongkong, 3rd November, 1910. [690

SPECIAL FOR

FANCY DRESS BALL.

A Splendid Assortment of the Latest Up-to-date Styles of

LADIES' BALL DRESS NETS.

CALL AND INSPECT BEFORE BUYING ELSEWHERE.

HOOSAIN-ALLI & CO.,

14, Queen's Road Central, Corner of Zetland Street.

Hongkong, 1st November, 1910. [682

廣 發 號

KWONG FUNG YUEN,

Head Office—No. 83, Des Voeux Road West.

Timber Yards—Kennedy Town.

TIMBER MERCHANTS, SAW MILL OWNERS, AND GENERAL CONTRACTORS TO H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Usual Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 15th January, 1910. [19

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application. Coast Port Orders carefully executed.

Hongkong, 6th September, 1909. [45

LAU PING KEE.

DEALER IN USED POSTAGE STAMPS AND PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS and NEW YEAR CARDS in Stock. Prices Moderate.

MONEY CHANGER,

No. 10, Queen's Road Central, Hongkong, 3rd November, 1910. [687

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.1., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 876, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK.
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance . 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

Mooring basin 600 feet × 120 feet × 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 1332, Takashimacho Office 291, or 1050, Irifunecho Office 2151.

105 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,341 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and Insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910. [32

FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE),

Cost $165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE DEPOT

61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 16th August, 1910. [1

SAMURAI.

JAPANESE CURIOS.

CHEAP CLEARANCE SALE

1ST TO 14TH NOVEMBER.

"XMAS PRESENTS."

BARGAINS, BARGAINS.

No. 9, D'AGUILAR STREET, HONGKONG.

Hongkong, 3rd November, 1910. [689

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. 458

To Let.

TO LET.

21, CONDUIT RD., CLINTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd November, 1910 [59

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

[illegible] 1st July, 1910. 61

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

18, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A

Telephone 126.

Hongkong, 27th January, 1910. [2

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 9th [illegible] 1909. [illegible]

HONGKONG AVERAGE MARKET PRICES.

Corrected 3rd Nov., 1910, 100 cts. per $ Mex

BUTCHER MEAT.	Cents.
Beef sirloin & primecut—Mei Lung Pa lb	20
" Corned—Ham Ngau Yuk "	22
" Roast—Shiu " " "	22
" Breast—Ngau Lam "	15
" Soup, Tong Yuk "	20
" Steak—Ngau Yuk Pa "	22
" " Sirloin—Ngau Lau "	30
" Sausages,—Ngau Yuk Chaung "	25
Bullock's Brains— " Know..... per set	9
" Tongue fresh—Ngau Li..... each	50
" corned—Ham Ngau Li..... "	60
" Head—Ngiu Tau "	85
" Heart—Ngau Sam .....per lb	12
" Hump, Salt—Ngau Kin "	18
" Feet—Ngau Keok .....each	8
" Kidneys—Ngau Yiu..... "	9
Tail—Ngau Mei "	18
" Liver—Ngau Gon .....lb	12
" Tripe (undressed)—Ngau To..... "	6
Calves' Head and Feet—Ngau-chai-tau-keok.....set	$1.00
Mutton Chop—Yeung Pai Kwat .....lb	22
" Leg—Yeung Pai "	22
" Shoulder—Yeung Shau "	20
Pigs' Chitlings—Chi cheong "	22
" Brains—Chi Know.....per set	24
" Feet—Chi Keok..... "	12
" Fry—Chi Chak "	25
" Head—Chi Tau "	25
" Heart—Chi Sum.....each	13
" Kidneys—Chi Yiu .....pair	9
" Liver—Chi Kon .....lb	30
Pork, Chop—Chi Pai Kwat "	20
" Corned—Ham Chu Yuk "	
" Leg—Chu Pai "	24
" Fat or Lard—Chu Yau "	15
Sheep's Head and Feet—Yeung Tau Keok .....set	50
" Heart—Yeung Sum.....each	6
" Kidneys—Yeung Yiu "	9
" Liver—Yeung Gon.....lb	24
Sucking Pigs, To Order—Chu Chai ... "	22
Suet Beef—Sang Ngau Yau "	20
" Mutton—Sang Yeung Yau "	22
Veal—Ngau Chai Yuk..... "	20
" Sausages—Ngau Chai Yuk Tong "	20

POULTRY.	
Chicken—Kai Chai .....lb	31
Capons, Large, Small—Sin Kai..... "	28
Ducks—Ap "	24
Doves—Pan Kiu .....each	18
Eggs, Hen—Kai Tan.....per doz.	24
Fowls, Canton—Kai .....lb	32
" Hainan—Hoi Nam Kai ..... "	28
Geese—Ngo "	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo .....pair	—
Musk Deer—Wong Keng.....each	—
Hare—Tu Chai..... "	75
Partridge—Che Khoo "	75
Pheasant—Shan Kai.....pair	$1.70
Pigeons, Canton—Pak Kup ..... each	30
" Holkow—Holkow Pak Kup "	25
Quail—Um-Chun "	17
Rice Birds—Wo Fa Cheuk .....dozen	50
Snipe—Sa Chui ..... each	24
Turkeys, Cock—Fo Kai Kung ... per lb	60
" Hen— " " Na ... "	45
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai..... "	80
Wild Ducks Canton—Sang Shing Sui Ap.....per pair	—

FISH.	
Barbel—Ka Yu .....lb	10
Bream—Bin Yu..... "	17
Canton Fresh Water Fish—Hoi Bin Yu "	17
Carp—Li Yu "	20
Catfish—Chik Yu "	18
Codfish—Mun Yu "	17
Crabs—Hai "	16
Cuttle Fish—Muk Yu "	15
Dab—Sa Mang Yu "	24
Dace—Wong Mei Lun "	11
Dog Fish—Tit Tu Sa "	8
Eels, Conger—Hai Man Yu "	16
" Fresh water—Tam Sui Yu "	17
" Yellow—Wong Shi "	24
Frogs—Tien Kai "	32
Garoupa—Sek Pan "	56
Gudgeon—Pak Kup Yu "	12
Herrings—Tao Pak "	18
Halibut—Cheung Kwan Yu "	28
Labrus—Wong Fa Yu "	16
Loach—Wu Yu "	28
Lobsters—Lung Ha "	25
Mackerel—Chi Yu "	24
Monk Fish—Mou Yu "	24
Mullet—Chai Yu "	22
Oysters—Sang Hoo "	20
Parrotfish—Kai Kang Yu "	16
Perch—Tan Loo "	15
Pike—Fa Paw Poong "	9
Plaice—Pan Yu "	20
Pomfret, Black—Hak Chang "	24
Pomfret, White—Pak Chang "	18
Prawns—Ming Ha "	48
Ray—Pai Pa Tai "	8
Rock Fish—Sek Kau Kung "	14
Sharks—Tai Yu "	16
Shrimps—Ha "	24
Snapper—Lap Yu "	36
Soles—Tat Sa Yu "	22
Tench—Wan Yu "	18
Turbot—Cho How Yu "	24
Turtles, small, fresh water—Kook Yu "	56
White Bait—Ngau Yu Chai "	—

FRUITS.	
Almond—Hung Yan.....lb	25
Apples, (California)—Kam San Ping Ko..... "	25
" (Chefoo)—Tin Chun Ping Ko..... "	15
" Small—Hoi Tong..... "	6
" Custard—Fan Lai Chi.....each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu .....lb	3
" (brides), Macao—San Heung Chiu "	3
Chestnuts, Chinese—Foong Lut..... "	10
Carambola—Yeung Tou "	8
Cocoanuts—Yeh Tse .....each	12
Grapes—Sin Tai Tsz.....lb	20
Lemons, China—Ning Moong..... "	5
" Amer.—Kum San Ning Moong "	10
Lichees, Small Stone—Lai Chi Gon.....	10
" Fresh, Lai Chi "	—
Limes, (Saigon)—Sai Kung Ning Moong.....each	—
Mango, Manila—Lui Sung Moong.....	18
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz per doz.....	—
Oranges, Tim Chang .....lb	8
" Small—Tai Kut .....catty	—
" Mandarin—Tim Kut	—
Olives—Pak Lam .....lb	—
Passion Fruit .....each	—
Pears, (American)—Kam San Shut Li lb	10
" (Canton), Cooking—Sa Li ..... "	6
Peanuts,—Fa Sang	10
Persimmons, Large,—Hung Chie.....	7
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	10
" 2nd cooking—Chung-tang Paw-law "	—
Plantains—Tai Chiu .....lb	3
Plums, Swatow—Hung Lai.	—
Pumelo, Siam—Chim Lo Yau .....each	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	—
Shanghai Lo Kwat .....lb	—

VEGETABLES, &c.	
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk .....lb	71
Beans, (French) Macao—Oh Moon Pin Tau	12
Beans, (French), Shanghai—Sheung Hoi Pin Tau	10
Beans, Sprout—Ah Chui.....	2
Beans, Long—Tau Kok	7
Beet Root—Hung Choi Tau..... each	3
Brinjals, Green—Cheng Yuen Ker	5
Brinjals, Red—Hung Ker	4
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Choy.....	4
Cabbage, Red—Kai Lan Tau .....each	—
Cabbage, (Shanghai)—Yeh ha ... "	12
Cane Shoots, bunch—Kau Shun... "	3
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa "	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choi	5
Celery, White—Pak Yeung Kan Choi...	--
Chillies, Dried—Con Lat Chiu	8
" Red—Hung Fa "	7
" Green—Cheng Lat Chiu ..... "	8
Curry Stuff, English—Ka Lee Choi Lik	5
Cucumbers—Cheng Kwa	1
Bitter Squash—Fu Kwa	8
Garlic—Suan Tau.....	—
Ginger, young—Sun Tsz Keung	5
" old—Lo Keung	5
Horse Radish, Shanghai—Lik Kan ... lb	11
Indian Corn—Suk Mai .....piece	—
Lettuce—Yeung Sang Choi .....each	1
Water Chestnuts—Ma Tai ..... "	6
" Mandarin—Kwai Lum Ma Tai "	8
Musk Melon	—
Mushrooms, fresh—Sang Cho Kho.....	—
Onions, Bombay—Yeung Chung Tsai ...	8
" Green—Sang Chung.....	6
" Shai—Shaing Hoi Chung Tau	5
" Japan—Yat Poon " "	—
Okroes—Mo Kee	8
Parsley, English—Yeung Un Sai .....lb	15
Green Peas—Chang Tau.....	10
Potatoes, Sweet—Yan Shu	1
" Shanghai—Sheung Hoi Shu Tsai	3
" Japan—Yat Poon Shu Tsai ...	3
" American—Fa Ki " " ...	7
" Foochow—Fuk Chau Shu Tsai	3
" Macao—Oh Moon " "	—
Pumpkin—Toong Kwa	3
Radish—Hung Lo Pak Tsai .....lb	3
Rhubarb	—
Shalots—Son Chung Tau	8
Spinage (Chinese)—Paw Choi	—
Spinach—Yin Choi	4
Tomatoes—Fan Ker.....	6
Taros—Wu Tau	3
Turnips, Pun-ti (Long)—Low Pak	1
" English—Yeung Low Pak..piece	—
Vegetable Marrow—Chik Kwa	3
Water Grasses—Sai Yeung Choi	8
" Caltrops—Lau Kok.....lb	—
" Lily Roots—Lin Ngau ..... "	6
Yams—Tai Shu.....	3
Sago.....per bundle	16

The prices ascertained every fifth day by the Sanitary Board and are published in the Government Gazette.

W. Rozario,

Secretary.

Intimation.

Wm. Powell, Ld.,

GENTS' . . .

OUTFITTERS . .

SPECIALISTS - -

IN

EVENING - - -

WEAR - - - - - -

COURT . . .

SHOES, . . .

OXFORD . .

SHOES, . . .

DRESS . . .

SHOES, . . .

PATENT . .

BOOTS . . .

IN

SMART . . .

SHAPES . .

Soft and Stiff

Dress Shirts

DRESS GLOVES,

DRESS TIES, .

DRESS SOCKS,

ETC., ETC., ETC.

WM. POWELL, LTD.

28, Queen's Road.

(Opposite Clock Tower.)

Hongkong 21st October 1910.

Public Company

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

NOTICE.

A FINAL DIVIDEND of ONE SHILLING and SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 28th February, 1910.

COUPON No. 15 is payable on and November, at the Chartered Bank of India, Australia & China, and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE,
Agents.

Hongkong, 2nd November, 1910. [685

Intimations.

ST. ANDREW'S BALL.

SUBSCRIBERS and GUESTS are reminded that Real Practices will be held in the CITY HALL from 5 to 7 P.M. on the following days:

TUESDAY, November the 8th.
" " " 15th.
" " " 22nd.

DANCING SHOES MUST BE WORN BY ALL DANCERS.

The Committee desire to draw the attention of members and friends to complaints lodged as to the inconvenience caused by the attendance of children at the Practice Dances, and, in consequence, request that children may not, in future, be brought on these occasions.

P. S. JAMESON,
Hon. Secretary,
HONGKONG ST. ANDREW'S SOCIETY.

Hongkong, 4th November, 1910. 693

AL FRESCO FETE.

UNDER the Distinguished Patronage of His Excellency the Governor Sir FREDERICK J. D. LUGARD, K.C.M.G., C.B., D.S.O., and Lady LUGARD in aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL to be held in the COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL, on SUNDAY, 13th November, 1910, from 9 P.M. to 11 P.M.

Admission Ticket $1, which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the Evening of the Fête only.

The public is respectfully invited to inspect the various stalls from 2 to 7 p.m. on the 13th of November.

Tea and Cakes will be served during the afternoon.

By kind permission of Major Ewens and Officers the Band of 13th Rajput will play from 9 P.M. to 11 P.M.

Tickets can be obtained from to-day at Messrs. Grace & Co., 27, Des Vœux Road and Roman Catholic Cathedral Compound on Sunday, the 13th November from 9 a.m. to 7 p.m. and at the gate.

Hongkong, 7th November, 1910. [693

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908 141

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

ALWAYS IN STOCK
AT
REASONABLE PRICES

EVERY KIND OF
SHIP'S STORES AND REQUISITES
Stock up, 7th March, 1910. 10

HUNG ON & CO.,

SHOW ROOM AND STORE
at the Premises formerly occupied by
A CHEE & Co.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, Always on hand, for Sale or on Hire at moderate rates.

Hongkong 1st June, 1910. [613

"THE PROTEUS OF DISEASE."

INDIGESTION'S INNUMERABLE FORMS.

Of all the disorders to which humanity is heir, indigestion is undoubtedly the most frequent. Its symptoms are endless in their variety and its causes are scarcely less numerous.

Whatever the cause, the greatest care has undoubtedly to be exercised in the question of food, so as to give the digestive organs the opportunity to rest and regain their strength and tone.

Such a food must put the minimum tax on the stomach, it must be digested with the minimum expenditure of the energy by the nervous system, and must be readily assimilated to make actual flesh and blood.

Of all the preparations known to medical Science, not one possesses these qualities in as great a degree as Sanatogen, which consists of the albumin of milk chemically combined with glycero-phosphate of sodium.

The value of Sanatogen in cases of Dyspepsia is abundantly proved by many articles in the leading medical journals, from one of which, the *General Practitioner*, May 20th, 1905, the following case is quoted:—"H. C., aged 24 years. I saw him on March 10th; he was suffering from marked dyspepsia, loss of appetite, and had lost 10½ lbs. in weight during his two months' absence. No phthisical signs could be found in his lungs. He was ordered two teaspoonfuls of Sanatogen thrice daily, and ordinary diet. At the end of a week *his indigestion had entirely gone*, his appetite was normal, and he had already increased 2½ lbs. in weight."

Sanatogen may be obtained of all Chemists and Bazaars. [700

KOREA.

THE ANNEXATION AND AFTER.

From "The Times" Special Correspondent in the Far East.

Seoul, 8th September.

It would be hard to imagine anything more peaceful than the appearance of Seoul at the present moment. The capital of what ten days ago was the Empire of Korea and is now the Japanese province of Cho-sen lies flooded with September sunshine, surrounded by a guardian ring of beautiful, if barren, hills; its palaces and gateways, even its squalid streets, offer the traveller a sight so picturesque and so attractive that after a very few days he begins to understand, almost indeed to share, the warm affection that residents in Seoul feel for their city. Contented-looking Koreans idle over their work, or strut about the filthy streets in well-fed, good-natured leisure, wonderful figures in their white robes and their hats that for absurdity and ugliness and, some of them, for size outrival the most extravagant productions of the Paris milliner; there are no outward signs of friction between them and the numerous Japanese in the city; no Japanese troops are seen in the streets, though there is a small guard at the Residency-General and the 65th Regiment have their barracks a mile or two beyond the walls. In all that meets the eye there is nothing to reveal that Seoul is the capital of a proud and sensitive people whose right to call themselves a nation has just been taken away from them.

The official reports that are made daily from every district in Korea to the Resident-General describe the tranquillity as universal and complete; and although, as a general rule, Japanese official reports on Korean affairs need no more be accepted with unquestioning credence than other *ex parte* statements, in this case the account that they give of the state of the country may be accepted without much hesitation; it is confirmed by such independent evidence as there is on the subject. Not that the annexation has been accepted with such entire resignation as some Japanese newspapers would have one believe. For more than 500 years, ever since the days of Kato and Hideyoshi, Korean feeling has been hostile to Japan, and of recent years this hostility has been deepened and intensified by mistakes of the Japanese, the murder of the old Queen after the Chinese War, and their treatment of the Koreans after the occupation of the country in 1904. There can be not doubt that the majority of educated Koreans feel very sore at the loss of the independence they had done so little to merit or to preserve. But fine sorceress and vague talk to serious agitation is a long step; and among those who know the Korean best there is a general belief that very few will take that step, at any rate so long as the Japanese display any tact in the administration of their new province.

JAPANESE POLICY.

So little evidence is there of any dangerous unrest that it is difficult to understand the anxiety with which the Japanese Government profess to have regarded the situation a few weeks ago. The statement issued by the Tokio Foreign Office when the Treaty of Annexation was published says:—

The unsatisfactory state of things which has since then [July of last year, when the policy of eventual annexation was formulated by the Japanese Government] presented itself in Korea has assumed such gravity that any long postponement of the execution of fundamental reforms would not only threaten public order and tranquillity in the Peninsula, but would possibly lead to untoward consequences.

And we know that the Tokio Cabinet regarded the danger as so pressing that they did not feel there was even time to consult their Allies before deciding to proceed to annexation with the least possible delay. There had thus been a complete change in the situation since foreign inquirers were assured last December there was no question of any change in the *status* of Korea for some time to come; but the developments that had brought it about seem to have been visible only to the Japanese. By independent observers in Korea, some of whom followed the situation very closely and were in close touch with Korean feeling, it was believed that the alteration was gradually improving and that the final system of administration, awkward as it was, had begun to produce satisfactory results.

THE ANNEXATION.

Whatever may be thought of the abruptness with which the authorities in Tokio abandoned the patient policy they had hitherto pursued, there can be only one opinion of the manner in which Viscount Terauchi has fulfilled his mission. A distinguished soldier whose administrative abilities have placed him at the head of the Japanese War Office, it was only to be expected that he would perform with unflinching firmness any task entrusted to him by his Government; but since his arrival in Seoul some six weeks ago he has displayed the qualities of a statesman as well as those of a soldier and an administrator. In his dealings both with the Korean Government and with the Korean people he has shown a consideration for Korean susceptibilities that has made the loss of their nominal independence much easier for them to bear and he has insisted with success, that the Japanese residents in Korea should display the same regard that he has done for the feelings of their new fellow subjects. He has even gone so far as to confiscate on their arrival in Korea Japanese newspapers that contained articles likely to prove offensive to Korean readers.

In the way in which the annexation, so hurriedly decided upon in Tokio, was actually carried out there seems to be only one point that calls for serious criticism; and that is a point affecting not the Koreans but the foreign residents in the country. It was inevitable that, with the establishment of direct Japanese administration, foreigners should lose the privileges of extra-territoriality they had hitherto enjoyed; but there seems no adequate reason why the change should have been made without any warning. On August 29, when the Treaty of Annexation was promulgated, they were informed that they had passed out of the jurisdiction of their own Consul's administering their own laws and were henceforth answerable to the local laws; and the foreign municipality in Chemulpo, which was engaged on its usual work in the morning, was in the afternoon informed that it no longer possessed any authority. It would have made matters easier for foreign residents and could scarcely have affected Japanese interests had a few weeks' notice been given before the abolition of extra-territoriality took effect. That the abruptness of the change was not without its inconveniences is shown by the experience of two American ladies, who arrived in Seoul immediately after the annexation in order to be married to two American missionaries working in Korea. All arrangements had been made before the annexation for the marriages to take place before the American Consul General, but they had to be cancelled on the abolition of Consular jurisdiction. Various solutions of the difficulty have been suggested, but it seems that the marriages will have to be postponed for some time and that the four young people concerned will be put to considerable inconvenience and expense.

THE FUTURE OF KOREA.

The point is perhaps a small one, though it is not without significance, that the haste with which the decision to annex was made has had a counterpart in the haste with which foreign residents were brought under the new *regime*. It must not, however, be inferred from what has just been said that independent opinion in Korea is on the whole opposed to the annexation. With all the sympathy and even affection that is felt for the Koreans, and with all the dislike for the Japanese that has been the inevitable result of some of their earlier proceedings in the Peninsula, it has been felt that annexation was sooner or later inevitable, and it is believed that, in the end, the incorporation with Japan may be to the benefit of the Koreans themselves. Whether that will be so or not will depend largely on the policy pursued in Korea by the Japanese and, to a scarcely less extent, on the character of the men chosen to carry that policy into effect. One would be able to feel greater confidence in the future were General Terauchi able to remain in Seoul and to carry on the administration with the same combination of firmness and consideration that he has displayed as Resident-General. But his duties as Minister of War will soon recall him to Tokio, and it will not be easy to see where the Government will be able to find a successor able to gain the confidence of the Koreans to the same extent and, what is equally necessary, possessing the same authority over the Japanese in the Peninsula. The pressure of population in Japan and the necessity of developing the great latent resources of the newly acquired territory compel the government to encourage Japanese immigration into Korea on as large a scale as possible. But experience in the Hokkaido, in Formosa, and Korea itself shows the Japanese are not inclined to emigrate and they are very far from being good colonists. Great inducements will have to be offered to bring the right class of people to Korea in any considerable number. And if the 12,000,000 or so new subjects whom Japan has acquired are not to be driven into discontent and become a source of weakness to the Empire the greatest care will have to be taken to safeguard their interests. The warmest friends of the Koreans do not deny that they are thriftless, lazy, and timid; Viscount Terauchi's successor will need to be very firm and very vigilant to protect a people who seem incapable of protecting themselves from the rapacity of the Japanese land-grabber, from exploitation by Japanese business men, and from ill-treatment by minor Japanese officials and the lower classes of the Japanese population.

[To be continued.]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all Kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old MAGAZINES to be added to Books for the Patients of the Poor Schools, who are tended by the Sisters.

Hongkong, 2nd April, 1910.

Intimations.

MOTHERS SHOULD KNOW

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas; how many break down at this critical period, the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated, bordering on oniapneum. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine,—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

2

HONGKONG.

THE TRADE MARKS ORDINANCE, 1909.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 29th day of September, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

"The Trade Mark consists of a square panel in which is shown a triple archway of peculiar design. Above this archway are the words "Temple Bar" and at the foot of the panel is the name of the Company";

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong) of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated the 29th day of September, 1910.

BRITISH CIGARETTE COMPANY, LIMITED,
(Sd.) PERCY H. MILLARD,
Secretary. [645

HONGKONG.

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The Trade Mark consists of a square panel, in the centre of which is depicted a Chinese hat with Peacock feather attached. At the top of the panel are the words "Order of the First Rank", and the vernacular for same thus 花翎 At the foot of the panel is the name of the Company;

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

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LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES.

AND

TOILET REQUISITES

FOR SALE.

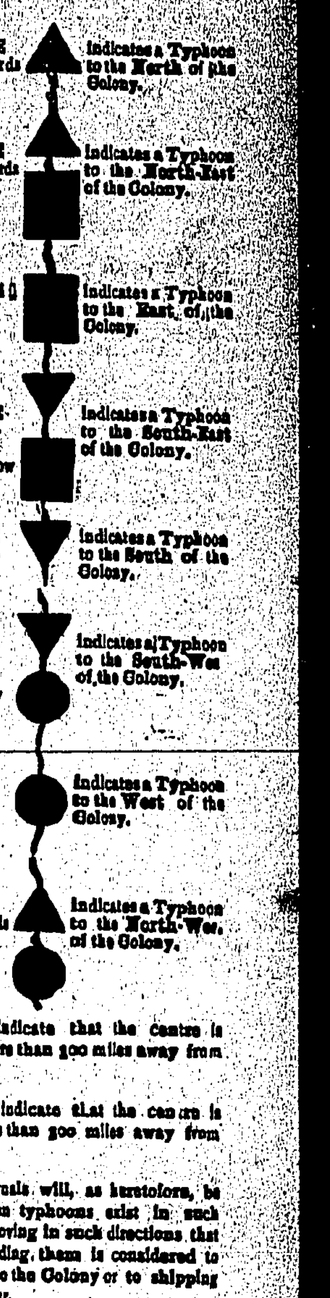
JOHN D'ABUZAR, Esquire,

Hongkong 1st June, 1910. [613

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and Passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sam Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Hau Tau Kwai.
	Kai Fo.

This will indicate that there is a dangerous wind somewhere in the China Seas and Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, as desired, by Telegram, Signal Gunpowder, Lights.

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OF

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

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The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 8, 1910.

OUR CIVIL SERVICE.

It is almost needless to reiterate the remark that in our British Colonial Civil Service we have a body of men who take second place to no similar governmental department in any country in the world. For integrity and energy, combined with courtesy and tact, the Colonial Civil Servant is in general unsurpassed. Speaking only of the higher Civil Servant, he is required, before he attains a position even on the lowest rung of the ladder, to pass through an expensive and prolonged educative course with a stiff examination to be encountered at its close; and even then he can never count upon acceptance in the Civil Service, no matter how brilliant a career he may have had at school and college. Or it may be that he will find himself away down the list of successful competitors, far below others, perhaps, of less eminent abilities but enjoying more of the smiles of Fortune; less brilliant but more persevering, or staid, or whatever one cares to call it. To the top scorers in the examinations fall the plums, nor are there very many of these so far as the Crown Colonies are concerned. Apart from India, British possessions such as Hongkong do not present many attractions to the successful entrants for Civil Service honours. In numerous cases, students who have come out low on the examination lists find that they may have to wait for indefinite periods before getting an opening worth accepting, and as a consequence they abandon the idea of entering the Service at all and adopt some other profession. Thereby many a good man is lost to the Service. Of course one cannot squeeze ten men in where there are only nine vacancies any more than one can square the circle, and where there are so many aspirants for so few available posts it stands to reason that only the highest abilities will serve to carry the day. The weakest goes to the wall. But there is such a thing adaptable as a graded scheme which would permit examinees with the lowest number of marks the option of taking up for the time being at least some of the minor positions to which their "passes" have entitled them. That, however, is a purely academic question affecting our own Civil Service only indirectly. The fact remains that in Hongkong as in all Crown Colonies, Civil Servants for the first three or four years after joining are not, so well remunerated as a foreman engineer or shipwright in any dockyard in the Far East and certainly not able to foot the bills that a junior shipping clerk in a good firm is able to do. And yet it is from amongst the best intellects in the old country that the Government insists upon drawing its Civil Service. Any young cadet sent abroad to the East or the Far East is bound to find himself sadly handicapped in a social life which differs so much from everything that he can possibly have known at home; and, unless he has ample private means of his own, one of the most serious of these handicaps will be found to be that he finds other men of his own age, outside the Service, better paid and able to live under far more satisfactory conditions. So far, we have dealt only with the senior ranks of the Service. When we come to glance at the conditions under which our subordinate Civil Servants work, we may preface our remarks by saying that Hongkong possesses in them a highly estimable body of men, working with a will for the good of the Colony and yet serving many years before they can claim retirement and a pension. In the case of the higher ranks of our public servants, special ability may, and often does, lead to a welcome change of scene and activities. But not so in the subordinate ranks. With them it is: once in Hongkong, always in Hongkong; that is to say, until their term of service has expired. It must be admitted that the Government has done much of late years to improve their working conditions, and we are glad to hear that there is at present under way a scheme which is calculated to benefit them still more. For many years it has been a cause of complaint that when going home on leave they were forced to pay their own passage. True, a kind of compensation was made by reason of the fact that when at home they were allowed full pay during the first three months. In some instances, this constituted a real compensation. In the case, say, of a bachelor on a good salary, it can easily be understood that he would prefer to be thus paid when on leave rather than to have his passage provided and be on half-pay at home all the time. But on the other hand, this method was found to press very hardly upon the lower paid man in the junior ranks, especially if he had a wife and family, for in his case the extra one and a half month's pay at home was not at all commensurate with the cost of his family's passage. As regards the Police Department, all leave passages are allowed but the officer on leave only gets half-pay during the whole of his stay at home. This system appears to have worked satisfactorily hitherto and we understand that the Government intends to put the Civil Service on the same footing, thus fetching all Colonial Departments into line in this respect. Probably we will hear something definite on the subject at the next meeting of the Legislative Council.

LOCAL AND GENERAL.

THE body of the Chinaman who met his death as a result of Friday night's collision was recovered near the *Tamar*.

A FIRE broke out at 10 o'clock last night near Triangle Street, Wanchai. The damage is estimated at $1,000. We understand that the building was covered by insurance.

THE Prefect of Shiu Hing has punished two boys of the Middle Government School for cutting their queues without permission from the Throne, or the Inspector of Schools.

HARRY HENLEY, a seaman on board the s.s. *Montagle*, who was let out on $25 bail for alleged assault on the Police, did not turn up in Court this morning and his bail was estreated.

A CHINESE woman was given three months' hard labour this morning for returning from banishment. The defendant was banished from the Colony in March last year after serving a term of six weeks' imprisonment.

YESTERDAY afternoon, His Excellency the Governor, Sir Frederick Lugard, and Lady Lugard gave a garden party at Government House, when felicitations were exchanged between the hosts and guests. A military Band was in attendance during the afternoon.

A CHINAMAN was this morning brought up before Mr. E. R. Hallifax for alleged embezzlement of $2,200 in July last. He returned to the Colony yesterday from Shanghai and was arrested immediately. $1,950 of the money being recovered, the case was withdrawn. The complainant was defendant's father.

AMONG the titled boys at Eton this half is Prince Prajatpok, son of H.R.H. the King of Siam.

"TOMMY" Loates, the famous jockey, who was found dead in bed by his valet, has, it is asserted, left a fortune of £250,000.

STAVENSON has beaten Inman. Playing at the Leicester Rooms, he nullified a big lead by making a break of 1,093, thus winning the match.

DURING the past week, there was only one death as the result of a communicable case, the victim being a Chinese. The cause of death was enteric fever.

A COOLIE was awarded one month's hard labour at the Police Court this morning for stealing 15 pairs of ivory Chopsticks from a house in Queen's Road West.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 22nd Oct. amounted to 24,814.82 tons and the sales during the period to 19,412,12 tons.

OWING to the late hour fixed for the Interport Shoot, we are compelled to hold over our report until to-morrow. The scores for the 200, 500 and 600 yards were 312, 318 and 300 respectively.

VISCOUNT Torrington has been married at the English Church in Paris to Miss Eleanor Souray, an actress, who has played in London in *The School for Scandal*, and other comedies and operettas. Between them they own forty racehorses.

SIR Harold Harmsworth has offered £20,000 to the University of Cambridge to found a Professorship of English Language and Literature and the Drapers' Company has expressed its willingness to build a new physiological laboratory at a cost of £10,000, plus £1,000 for fittings.

THE American Ambassador, opening a new Carnegie library at Luton, on 1st ult., mentioned that Mr. Andrew Carnegie's benefactions to July of this year totalled the colossal sum of £30,000,000. Of this amount £10,000,000 had been expended in the erection of municipal library buildings.

THE Prime Minister, acknowledging Lord Charles Beresford's "open letter," says His Majesty's Government are fully alive to the importance of maintaining our naval supermacy, and will not hesitate to recommend to Parliament any steps which seem to them necessary for that purpose.

THE cruiser *Niobe*, the nucleus of the Canadian Navy, has arrived at Halifax which was decorated. Admiral Kingsmill hoisted his flag. The Hon. Mr. L. P. Brodeur, Minister of Marine, in a speech of welcome, said the *Niobe* was the first striking evidence that Canada is prepared to shoulder her responsibilities.

THE Tokyo press, in its comment regarding the recently announced Chinese loan from an American syndicate, is in the main calm. Most of the papers express the fear that China's foreign loan policy for existing difficulties without any definite plan for their redemption may only cause future complications with foreign powers on the financial administration.

DURING a lecture on chemistry by Sir William Ramsay, at which some Japanese students were present, the lecturer called attention to the fact that the concentration of the sun's rays through a water bottle which stood on the table had set the table alight. He said that it might explain the origin of some mysterious fires. The wood work was charred and the frames and smoke became visible across the lecture room. An attendant extinguished the fire after the lecture.

MR. MARCONI, before leaving Buenos Ayres on 1st ult., announced that while in port he received wireless telegrams transmitted from the Marconi Transatlantic stations at Clifden, Ireland, and Glace Bay, Nova Scotia. The transmission was effected direct over the distance of some 6,000 miles. The construction of a high-power Marconi station at Punta del Este, Uruguay, for direct wireless communication with Europe, is to be proceeded with at once. The European station which will be used is situated at Coltano, in Italy, and is now nearing completion.

MR. John Redmond, in an interview with a New York correspondent, stated that the Nationalist party is entirely loyal to the Empire, an that Ireland is prepared under Home Rule to bear its share of Imperial charges for the Army, Navy, and Diplomatic Corps. "We do not want," he said, "to discontinue our representation in the House of Commons when Home Rule comes. We desire to have Irish members sitting at Westminster, not only to form a nucleus of the ultimate Federal Parliament of the Empire, but also to assist in legislation concerning Great Britain and Ireland collectively, such as old-age pensions. We want Ireland to decide for herself such local measures as do not concern in any way Great Britain."

MR. W. N. Fergusson, whose map of the portion of Szechuan lying west of the Min and north of the Tung rivers was published in the *Geographical Journal* for Dec., 1908, has since done a similar piece of work for a more southern part of the same province, principally south of Tung river, and including the little known area inhabited by the Independent Lolos. Like the former map, the present contribution is based, so far as Mr. Fergusson's own work is concerned, on a plane-table sketch, but this has been supplemented by information collected by inquiry from the natives. Something has been done of late years towards filling in the blank space which represented the Independent Lolo country in Mr. Colborne Baber's map of 1882, by the work of Bonin, D'Ollone, and others, but the greater part of the area has remained so little known that Mr. Fergusson's sketch will be useful. The map marks the spot at which the late Mr. J. W. Bredon met his tragic death.

SANITARY BOARD MEETING.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. A. Shelton Hooper, Colonel Bedford, R.A.M.C. (Principal Medical Officer), Dr. Fitzwilliams, Mr. Ng Hon Tsz, Dr. F. Clark (Medical Officer of Health) Dr. W. W. Pearse (Assistant Medical Officer of Health), and Mr. W. Bowin Rowlands (secretary).

RACECOURSE ACCOMMODATIONS.

On behalf of the Racecourse Committee, Mr. T. F. Hough, secretary, applied for permission to erect two water-closets at the Racecourse in a building to be used only during Race Meetings, the same to be reserved for the members of the Hongkong Club.

Dr. Fitzwilliams: This should be recommended to be granted.

Col Bedford: This application should certainly be granted.

Mr. Shelton Hooper: I don't see what good it is for the Board to recommend that this application be granted, for the Executive Council cannot approve it without stultifying itself.

The Registrar-General: This seems to come within the terms of the Colonial Secretary's letter.

The letter in question reads as follows:—"In reply to your letter of 25th ultimo, I am directed to inform you that the principle adopted in these matters by the Governor-in-Council is the same as that formerly followed by the Sanitary Board, viz., that water-closets should only be permitted in large blocks of offices, hotels or other buildings where a considerable number of European employes congregate."

After some discussion,

Col. Bedford moved that the application be granted provided that an independent water supply were provided.

Dr. Fitzwilliams seconded.

Agreed.

CHARGES AGAINST CONSERVANCY CONTRACTOR.

There was laid on the table the report of the committee appointed to inquire into the charges made against the city conservancy contractor of having failed duly to remove night-soil from Victoria School. The committee recommended that he be fined $6.

LIMEWASHING RETURN.

The limewashing return for the fortnight ended 18th ultimo showed that 77 houses had been so dealt with.

RAT RETURN.

The rat return showed that during the week ended 29th October 1,373 rats had been caught in Hongkong and 515 in Kowloon, making a grand total of 1,963—the highest return for many years.

NEWS FROM THE NORTH.

THE NEW VICEROY.

[*Translated from the Native Press.*]

It is reported by a Peking correspondent that the New Viceroy of the Two Kwongs, H.E. Chang Ming Ki, cannot take over his seal from Tartar-General Tsang this month owing to the removal of the remains of his mother, who was killed during the Boxer rebellion. The body is to be removed from Si On and is to be buried in his native place Shantung. He will take over his seal at the end of this year.

STATE AFFAIRS.

Prince Yu-Lang has decided to receive officials of all ranks and the gentry of various provinces daily to consult on State affairs.

HONOURS FOR MEMBERS OF SENATE.

The Prince Regent intends to confer on a number of the members of the Senate, who have been selected by the people of the various provinces, the rank of 4th and 5th degree of the Metropolitan Grand Court as an encouragement.

GOVERNMENT APPOINTMENTS.

According to the Imperial Decree re the examination of officials in the Government Services, issued by the Prince Regent on the 3rd inst., all officials and qualified students are allowed to be appointed to any Government post according to their qualifications and merits.

EDUCATIONAL MATTERS.

The Ministry of the Board of Education memorialized the Throne on the 3rd inst. to appoint Liu Pao Woo and five others to be Inspectors of Education to the following provinces:—Chihli, Shantung, Shan Si, Kwong Tung, Kwongsi and Fo Kien.

SUPPLEMENTARY TAXES.

Duke Tsai-tse, the President of the Board of Finance, intends to adopt Sir Robert Hart's suggestion for the increase of Customs duty and the levying of land and poll taxes in order to make up the deficiency of the expenses as calculated in the Budget.

IMPROVEMENT OF POSTAL SYSTEM.

H.E. Tang Shao Yee, President of the Board of Posts and Communications, had a consultation on the 1st inst. with the members of his staff as to the improvement of the postal administration by drawing up special regulations. It is also proposed to adopt the postal systems of the Belgian Government.

SOCIETY OF ST. VINCENT DE PAUL.

AL FRESCO FETE IN AID OF FUNDS.

In another column will be found an announcement of an *al fresco* fête to be held at the grounds of the Roman Catholic Cathedral on Sunday evening next at 9 p.m. in aid of the funds of the Society. The cause is a deserving one and the good work rendered by the Society has already been fully appreciated by tender-hearted citizens. The financial position of the Society is in a precarious condition and in view of the much needed succour which has been ungrudgingly bestowed on helpless widows and orphans, local residents should not let the call of charity pass by unheeded. The fête is to be held on Sunday next in under the distinguished patronage of Sir Frederick and Lady Lugard.

ST. ANDREW'S BALL.

As announced in another part of our columns Reel Practices in connection with the above will be held at the City Hall on the 8th, 15th, and 22nd inst. In order to give all attending an opportunity of learning as well as of practising the Foursome Reel it has been arranged by the Dancing Committee that dancers shall walk through the figure first, without music, and it is hoped that all will take this opportunity of becoming proficient in what really is a very simple dance.

Once the general movement is grasped the question of picking up suitable steps is only a matter requiring a little practice which can be carried on at home.

The following hints on dancing the Foursome may be useful:—

1. In forming the figure eight; ladies pass gentlemen right shoulder to right shoulder, and ladies pass each other left shoulders to left. On the completion of the first figure eight; gentlemen dance to their vis a vis, not to their partners. At the end of the second round gentlemen dance to their partners, at the end of the third, to their vis a vis, and at the end of the fourth to their partners.

2. Dancers should make a good sweep round the ends of the eight, not merely turn round. This will add greatly to the effect.

BUSINESS MORALITY IN JAPAN.

A JAPANESE DEFENCE.

The allegations of lack of business morality among Japanese merchants which have been so rife of late are not to remain unchallenged, even though so distinguished a Japanese as Baron Oura has passed some severe strictures upon his fellow-countrymen. Mr. Tomura Shinkichi, as import and export merchant, in an interview published in the *Tokyo Keisai*, which is translated by the *Japan Chronicle*, defends the business integrity of the Japanese by attacking foreigners. He says:—

"Despite the amount of adverse criticism that is uttered against the Japanese merchant, not only by foreigners but by Japanese, it is a moot question whether his commercial morality is so rotten as is alleged. Many of those who spread the indictments against the Japanese merchant do not know how far their allegations are founded on fact, but merely echo the unpleasant things said about Japanese merchants by the interested foreigners in Japan. And there is a reason why such reports should be circulated. The Japanese share in foreign trade is steadily increasing year by year, resulting in a proportionate decline in the share of foreign merchants. It would seem that in order to retain the ground which is fast slipping from under them, foreigners are disseminating broadcast reports damaging to the reputation of Japanese, and making a mountain out of a molehill. The decline of the foreign merchant is an inevitable outcome of altered circumstances. It is due partly to the progress in knowledge and ability as regards foreign trade on the part of the Japanese, and partly to the business competition, which is growing keener.

"When I was travelling in the United States last year I asked every American merchant I met who had direct dealings with Japanese whether he had anything to say against Japanese business methods, but all seemed to be satisfied and nobody said anything that reflected on Japanese commercial morality. I seldom fail to ask a similar question of all English, French, and German merchants whom I meet, but I never hear them say anything ill of the Japanese, as do the foreigners resident in Japan. During my experience of foreign trade, extending over 23 years, not once has my business integrity been questioned by foreigners. The same is true of several of my friends who are engaged in foreign trade. A study of business usages that have existed in this country from ancient times will prove that the credit of merchants in Japan has been most highly prized. If Japanese commercial morality is so low as is alleged by some foreigners, Japanese trade would never have developed to the extent it has."

THE details of the French Budget show that the cost of maintaining the French corps of occupation in China, which cannot for the moment be withdrawn in view of the position in the Far East, will amount to £56,000.

GEORGE Clunies-Ross, "King" of the Cocos Islands, who died at Ventnor on July 7, was buried in Bonchurch Churchyard on 30th ult. The body had been placed in the care of an undertaker at Bonchurch, until arrangements could be made to ship them to the family island dome, but this idea was abandoned, and the remains have been laid to rest in this country. The rector officiated in the presence of several sons and daughters of the chief. The coffin inscription read:—"George Clunies-Ross, of the Keeling Cocos Islands; born June 10, 1842, died July 7, 1910."

THE first part of a interesting article on "Gardens in Japan," by Robert H. Smith, appears in the October *Art Journal*. In the course of this he points out that it is the grand and lovely scenery of Japan that has formed the whole character of the Japanese people and has determined it towards a reverential and passionate Nature worship. Nothing appeals to the Japanese imagination so much as the wild irregular freedom of uncontrolled nature. To them it appears of only bad taste, but also sacrilege, to nullify this liberty by artificial restraints. All that legitimate artifice or art may aim at is a cultivation of the forms produced freely in Nature's mighty laboratory. The true root principle of Japanese gardening is to try to help one to enjoy the beauties of wild nature where the real thing is impossible. This can only be done by suggestion. The garden must be a picture, or a series of pictures, that will call to memory the greater beauties as the great deer of the real mountains and the real forests.

DISTURBANCE ON BOARD THE "BRECONSHIRE."

FIREMAN CHARGED WITH THE OFFENCE.

An Indian fireman of the s.s. *Breconshire* was charged before Mr. J. R. Wood at the Police Court this morning for assault and disorderly conduct on board the s.s. *Breconshire* on the 1st inst. Inspector Langley was in charge of the case.

H. C. Walker, Third Engineer of the s.s. *Breconshire*, stated that the steamer left Singapore on a Saturday, the date of which he could not remember. On the 1st November, at about twenty minutes to eleven, he had occasion to speak to a tindal, when the defendant interfered. He touched him and spoke something which he could not understand. Witness ordered the defendant back to the fires. After a little while defendant hit him twice on the left eye, after which he caught hold of him but witness broke away. Witness did not strike back.

The tindal then gave evidence. Witness said that on the 1st inst. at 11 p.m. he saw a row between the first witness and defendant. He did not know who started the row but both were fighting. He separated them. The Captain sent for defendant but the latter refused to go. There was also another row between defendant and the Engineers. After this the Captain locked up defendant.

Other witnesses were called and the case for the prosecution closed.

The defendant then made a statement. He said he did not disobey any orders. He was a constable in Singapore and was a soldier once. He did not assault anyone. He was working in the coal store. The first and second witness were quarrelling and he separated them. The first witness struck him with an iron bar. He was ordered up by the Chief Engineer and his Officer told him not to go before his duty was finished. When he came on deck he saw all the Europeans standing there. They arrested him and knocked him down. They wanted to throw him overboard but the Captain did not allow it. He had thirteen sovereigns round his waist and the quartermaster and Chief Officer snatched it away from him. He was then locked up in a room a whole day and night. He was not in any way to be blamed in this matter and he was falsely accused. He had some witnesses on board but not at the Police Court.

The case was remanded till 12 o'clock to-morrow to enable the Police to find the witnesses named by the defendant.

THE TIENTSIN-PUKOU RAILWAY.

A Tsinan correspondent of the *N. C. Daily News* writes on October 27:—The Tientsin-Pukou railway is now running trains regularly through from Tientsin to Tsinan and from Tsinan to Tientsin, twice a week, on Sunday and Wednesdays, ferrying passengers across the Yellow River by steam launch. The train that leaves Tientsin about eight in the morning reaches Tsinan before six in the evening, thus enabling passengers to cross the river in daylight. The regular sale of tickets will begin on the 1st of the Chinese 10th Moon, that is, next Wednesday, November 2, passengers for the present being carried free.

It is expected that trains will be running through as far as Taianfu, sixty miles south of here, before the end of the year.

The location of the permanent station here in Tsinan has not yet been decided so far as I know, though the probability seems to be that it will be built somewhat north and east of the present terminus of the German railway, and without any connexion with it. It seems a great pity that things should not be arranged to provide that direct railway connexion between the two roads might be made in the future, so that passengers going north from Tsingtao, or wishing to go to Nanking overland, might go through without changing, especially as the two roads run side by side for some distance at the site of the present terminus of the German railway. Possibly some reciprocity between the two roads may be arranged in the future, but at present there seems little prospect of it, so that passengers passing through Tsinan will be compelled to change here and go some distance from one station to the other.

A Chinese correspondent writes:—The new Managing Director of the Tientsin-Pukou Railway, Mr. Tuan Shu-yun, has arrived in Nanking, and the outgoing Associate Director, Taotai C. L. Wong, is on the point of bidding farewell to the Railway. An exquisite silver cup, specially designed for the purpose, has been presented to Taotai Wong by the senior members of the staff in token of their respect and esteem. They also gave a farewell dinner in his honour last Sunday evening at a large Chinese hotel within a stone's throw from the Exhibition Ground. Another dinner by the whole Cantonese community in Nanking is being arranged for next Saturday. Taotai Wong, who was educated in America, is a man of high intellect and sound judgment, and is decidedly popular. He was Director, for some time of the Canton-Hankow Railway at the beginning of its operations and was acting Managing Director in the Shanghai-Nanking Railway two years ago, when Taotai Chung accompanied H.E. Tang Shao-yi on a mission to America. Before being transferred to Nanking he held the post of Managing Director to the Tao-Ching railway in Honan Province. It is understood that Taotai Wong will leave Nanking in the second week of November. He will go first to Peking to see the officials of the Ministry of Communications, and then to the South to assume the Vice-Presidency of the Canton-Hankow Railway, to which he is by no means a stranger.

RUGBY FOOTBALL.

The following have been chosen to play against The Navy to-morrow (9th) at Happy Valley: Kick off 5 p.m.:—

Full Back T. J. Robyn, Three J. O. Bowen, A. H. G. Hegarty, D. Ryan, H. Price, H. Pratt, T. Cocker & A. A. Clayton, Forwards A. Tamperley, W. Rose, C. C. F. Cunningham, T. Pallewing, D. C. Cheeseman, J. Rowe, A. C. Kewhill & F. W. Lester.

RAILWAY DEVELOPMENT IN SOUTHERN CHINA.

The Chinese province of Yunnan, meaning 'South of the Clouds,' is not known to many Europeans even by name, although it is meantime the objective of more railways than are being constructed towards any other region in Asia, if not in the world. The rail-mills and railway plant works of Great Britain, of the United States, of France, and of Germany are occupied with—or are looking forward to—orders for the metals and rolling stock required to open up Yunnan—which railways, when they are completed, will complete the railway route across Asia and so link the Yellow Sea, on the West, with the sea of Arabia on the East.

Yunnan, which is about half the area of France, but with only about one-eighth of France's population, owes its present day prominence to its geographical position in relation to the spread of railways in south-eastern Asia. The north-western boundary of Yunnan touches Tibet, thence it goes south and filleges Assam, Burma, Siam and Tongking. Across Yunnan are the shortest land routes between the British and French Indies and China. The route from Canton to Calcutta, *via* Yunnan, is 1,600 miles, compared with 4,000 miles by sea through the Straits of Malacca. To take a longer view the Yunnan lines will form an important section on the great trunk railway now assuming shape across Southern Asia, which will link Canton with the European system at Constantinople, and with that of Africa at Cairo. Of this great trunk railway, fully 5,000 miles in length, about 3 500 miles are either already in operation or under construction; and the greater part of the remainder of the distance has been surveyed and projected.

The main line of this route, as at present existing, runs from Karachi, on the Arabian Sea, across Northern India to Assam. From that point it forks into two branches, both of which impinge upon Yunnan. The more northerly branch reaches Sadiya, which is situated on the border where Tibet, China, and Burma meet, at the point where the Brahmaputra, descending from the heights of Tibet, turns sharply in its course to roll onwards through the plains of Bengal. This Sadiya branch is meantime of importance because of the coal-fields to which it gives access, and its continuance into Yunnan would create a connexion between the Brahmaputra and the upper navigable waters of China's great river, the Yang'ze Kiang—from which Sadiya is less than 400 miles distant—but the other branch referred to is more likely to form the main route through Yunnan to the East. It leaves the existing line about 150 miles miles north of Mandalay and runs to Bhamo on the Chinese frontier. From Bhamo, or from Kun-lon, on the same frontier, to which a third branch runs from Mandalay, the British Government has the right to extend the lines through Yunnan and to the Yangtze.

In Siam a line is being carried about 500 miles north from Bangkok to Kinug Mai in the Siamese Shan States, about 200 miles from the Chinese boundary. But to reach that this line must pass through a corner of either British or French territory, and even if it penetrates into Yunnan, the traffic upon it is likely to be largely local owing to the length of the haulage to tidal water on the Gulf of Siam.

We have to go farther east still, to Tongking, to find a railway which has actually tapped Yunnan. This line is the wonderful piece of engineering lately completed by the French from Haiphong, on the Gulf of Tongking, to Hanoi, and thence up the Red River valley to the Chinese frontier: a total distance of 230 miles. Beyond that it has been continued for about 100 miles farther to Yunnan-fu, 100 miles in the interior of China, which is likely to become an important junction at the intersection of the South-Asian Tren't Railway with the main line running south from Peking to the Gulf of Tongking.

Apart from the British political interests involved, many of these lines are being built by British engineers with British money; whilst their equipment has already provided some, and may furnish much more employment for British workmen. It has been foretold that the spread of railways in China will involve a "boom" in the iron and engineering trade such as has never been experienced hitherto, and nowhere in China is railway construction more active to-day than it is in the Yunnan region.

Besides that Yunnan offers a more promising sphere for commercial activity than almost any other area in the Celestial Empire. It differs from most of the other great provinces in not being over populated, but its five millions of inhabitants are both able and willing to exchange its products for those of Western civilization. For instance, although the people generally wear cotton clothing, they grow no cotton and would be glad to have the textile fabrics of Lancashire in return for the grain, fruit, and cattle which will be exported in abundance as transit facilities increase. Yunnan is also exceptionally rich in minerals; so much so that experts who have examined sections of it have expressed the view that it is one of the most highly mineralized areas in the world. Gold, silver, tin, copper, lead, zinc, rubies, and jade have all been wrought in primitive fashion by the natives; and there are cinnabar deposits of such extent and richness that, when railways reach them, they may become greater quicksilver producers than any elsewhere.

In the early future, Yunnan is likely to become a great resort for cosmopolitan health and pleasure seekers. It is a mountain covered plateau averaging 5,000 feet above sea level, and although the Tropic of Cancer intersects its southern section, this elevation causes it to be temperate at all seasons. During the spring and summer months the day's temperature seldom exceeds 75 degrees, and about 65 degrees minimum during the night. During winter the thermometer goes only about ten degrees lower; whilst during both summer and winter there is almost constant sunshine during daylight.

At all times the air is so pure and bracing that breathing is a delight: already the French are establishing sanitoria along the line of their new railway. The scenery also is magnificent and on the grandest scale; though only very small portions have been visited by Europeans, or described. But when Yunnan is opened up by the South-Asian Trunk line travellers will assuredly linger amongst its mountain peaks and valleys as they now do amongst the Rockies when crossing America by the Canadian Pacific.

The present condition of the country through which the various railway are penetrating is in startling contrast against this view of its probable future. Central Yunnan has been civilized in Chinese fashion, but its borderlands have not attained anything beyond the early mediæval stage. Its glens are generally held by robber chieftains under a species of feudal tenure, and the tribes they rule strip and kill all travellers too poor to pay blackmail, or too weak to resist its exaction. In parts the cross-bow is still the most advanced of weapons, and only last year a German scientist was killed by means of a great two-handed sword of early Norman type whilst exploring unknown country on the borders of Yunnan and Burma. In many districts the railway surveyors are the first amongst modern men to come into contact with the Middle Age conditions which so strangely survive "South of the Clouds."

PEASANT LIFE IN CHINA.

Mr. Frederick Moore sends to the *Daily News* a letter from Peitaiho, in which he writes:—

Compelled late in the summer to leave Peking and its accumulated villainies of stench and heat, we came to Peitaiho. And what a gift of nature Peitaiho is to this foul-smelling country! Surrounded by a range of splendid mountains that seem to meet the sea in a crescent, this bit of sandy rolling shore, studded with European bungalows, is entirely cut off from the great expanse of country known generally as China. There are, it is true, Chinese villages within the mountain barrier. Yet China is not unattractive here when one is not compelled to live at close quarters with her people in the hottest weather. From the hill-top on which our cottage stands fields of kaoliang cover all the slope back as far as the crescent of pine clad mountains that lend colour to the splendid landscape. You go by paths to the villages on donkeys hired from boys who drive them to your door and pester you till you leave your home—for this is the season when the man who owns a donkey reaps a rich reward. You come upon villagers at work, small villagers and tall villagers, but always male villagers and always thin and always dirty fellows. The villages give one an impression of the past that is unusual. There is a touch of barbarity in the dress of the women—hobble-footed all, because outside the great cities, the belief is still unshaken that women with bound feet bear children better than others. There is a look of the Red Indian in many of the faces, and the smell of ages. Since the years of 1900, 1901, and 1902, when foreign soldiers were camped in this neighbourhood, the Chinese hold the white man and the Japanese in great respect. Upon the hills there stands perhaps a hundred ruins of houses, which the Boxers wrecked in their mad campaign. And on the walls of villages are to be seen still in black letters in German and Russian the names and numbers of regiments that took up winter quarters in them—regiments whose soldiers plundered the peasants and assaulted their women. Children whose hair is not black and eyes are not squint, children of eight or nine years of age, are to be seen in these villages, hobbling on crumpled feet if they are girls, carrying the short mattock and the heavy basket if they are pig-tailed boys. In their home life the Chinese have evidently many virtues. Adultery and prostitution hardly exist in these villages. The system of early marriage, plural wives, and general family life are so well ordered that vice of the kind that is known in the West has little room to thrive. It would seem, too, that their respect for traditions holds them in check.

THE CARE OF PUBLIC FUNDS.

The Shanghai *National Review* makes the following remarks in a recent issue:—During the recent financial crisis it has transpired that in some instances public funds have been deposited in private or semi-private banks, and have thereby been placed in considerable jeopardy. The practice is certainly a reprehensible one in a land where banking laws are as yet of the most elementary kind, for it places the departments of the Government concerned in a very awkward position. If at times of crisis they withdraw their deposits they but add to the general state of uneasiness and the fact that they have withdrawn their funds may easily give rise to a panic. If on the other hand they decide to leave their deposits in the keeping of these banks in spite of crisis they may very easily lose their deposits and thus inflict injury on the taxpayer. The discovery of cases of this kind during the recent crisis has led H.E. Duke Tsai Tse to issue instructions to the Board of Finance that all sums for which it is responsible shall be placed in Government banks, the Ta Ching Bank whenever possible, and similar orders will shortly be issued to all departments of the Government, some Boards as for example the Board of Communications act as their own bankers and conduct a bank under their own management. To this there is of course no objection and the new order will not affect such Boards.

Events Coming.

Monday, 14th November.

Breaking-up of Camp, Hongkong Volunteer Corps.

PROPERTY PARTITION CASE.

The Chief Justice Sir Francis Piggott yesterday heard parties in an action brought by Hermann Ehmer, merchant of Hamburg, and Ma Mau Sing, trader of Jervois Street, against Ng Chi Wai and others, claiming partition of certain property in Hongkong in respect of claims which they held as mortgagors. Mr. Slade, K.C. instructed by Mr. Shenton (Messrs. Deacon, Looker and Deacon), appeared for the plaintiffs and Mr. Alabaster, instructed by Mr. Reader Harris (Wilkinson and Grist) for the defendants.

Mr. Slade, in his opening, stated that of the five defendants the last was an infant. The four adults had disposed of the property under mortgage to Hermann, who in turn sold it to Ma Mau Sing, who now wished to acquire the infant's share of the property also. Instead of the partition, however, an offer had been made for the acquirement of the infant's share and had been approved by the guardian. It would be more beneficial to the infant defendant's interests than could be secured by partition. In the latter event a scheme of partition had been drawn up by Mr. Ough under which the infant would receive $9,680. By the offer he would receive a sum of $10,500 and $500 towards the costs, while Ma Mau Sing would also undertake to bear the costs of the assignment of the property to himself. All the parties concerned appeared to consider the offer a reasonable one.

Mr. Alabaster having signified his acquiescence in this arrangement,

His Lordship made an order accordingly.

MORPHIA PROBLEM IN CHINA.

The Rev. E. W. Thwing, Secretary to the International Reform Bureau, sends us the following article on the above subject:—

The fight against the opium evil in China is going on in every part of the Empire. It is a difficult undertaking to stop the cultivation and use of this drug among the millions of China but the success already attained is marvellous. However other problems, besides the smoking of opium, are facing China to-day.

The growing use of anti-opium pills and injurious patent medicine is one of the problems. Another is the increasing use of morphia.

A recent authority (Dr. Wright) has said that "Morphia being the chief an effective alkaloid of opium, the use of it had spread like wildfire during the last ten years not in China alone, but amongst the Chinese in the Malay Peninsula and other parts of the Far East. It had even become a menace to the population of the large cities of India. It had been found to be a cheap substitute for opium, that it could be administered conveniently and secretly to produce the same effects as opium, and for these reasons it tended to displace the use of the original drug by large sections of the urban population of far eastern countries."

Therapidin troduction into China of the implements of the injection of morphia, and the spread of the habit led to the treaty between the United States and China called "treaty as to commercial relations" concluded October 8, 1903, proclaimed January 13, 1904. Article XVI of this treaty aimed at the morphine habit, which, having taken root in the Far East in recent years, rapidly spread over China and added a new terror to her opium problem. Article XVI of the treaty of 1903 is as follows:

The Government of the United States consents to the prohibition by the Government of China of the importation into China of morphia and of instruments for its injection, excepting morphia and instruments for its injection imported for medical purposes, on payment of tariff duty, and under regulations to be framed by China which shall effectually restrict the use of such import to the said purposes. The Chinese Government undertakes to adopt at once measures to prevent the manufacture in China of morphia and of instruments for its injection.

Thus by this article the United States consented to the prohibition by the Government of China of the importation into China of morphia and implements for its injection, except for medicinal purposes, and on payment of a tariff duty. By this same article the Chinese Government pledged itself to at once adopt measures to prevent the manufacture in China of morphia or instruments for its injection. It was stipulated that, to effectuate this article all treaty powers should accede to it. This they did by the autumn of 1908, and the article prevailed on the 1st of January, 1909."—(message from the President of the United States Feb 21, 1910).

SMUGGLING MORPHIA.

This treaty, which all the powers have acceded to, would seem to stop the traffic in morphia. However it is easy to smuggle the drug and this is being done on a large scale. Each ounce of morphia represents a pound of crude or medicinal opium. Being so small in bulk it can be carried easily. I was told by the Purser of one of the trans-Pacific steamers, of an American doctor who smuggled $ 60,000 worth of morphia in his trunks into China for sale here.

A missionary doctor who ordered drugs found one bottle labelled "Pyracatine" or some such name that he had not ordered. A letter coming afterwards said that it was morphia called by the name to avoid trouble at the Customs, Shanghai. The doctor was much provoked with the drug firm as he was willing to declare any morphia that he needed; this just shows that it may be introduced into China in large quantities as "face powder," "baby powder" or some other name. The Chinese regulations are deficient in not providing proper means for finding out what may be morphia. Certainly much more morphia is coming into China now than the Custom House returns show. It is being used extensively in many parts of China. It forms a habit more difficult to break than that of opium-smoking. It is a question that China must consider carefully to preserve her people who are trying so hard to free themselves from opium.

THE FOREIGN TRADE OF CHINA.

The Report of the Statistical Secretary of the Chinese Imperial Maritime Customs dealing with the foreign trade of China for the year 1909 furnishes a not unsatisfactory statement of the position during the year. It was good generally, for whilst exchange was against imports it favoured exports. This same low exchange was probably responsible for the fact that stocks of piece-goods had been lowered at the end of the year, further large importations apparently not being possible. As has been pointed out, China is so large that we cannot expect every province of the empire to be entirely free from either droughts or floods, or some other disturbing factor, but from her very largeness it comes about that conditions which disagree with one crop prove favourable to another, the result being that often a good average will be achieved. There is one satisfactory feature as regards the growth of the export trade to be found in the greatly increasing export of beans from Manchuria. The prospects seem still good, and a new and large item on the export list, such as this provides, will have the effect of bringing about a decided balance of trade, which in so many years is apparently against China. Increased communications, mainly in the way of railways—which in too many instances have made little progress—also assist in augmenting the volume of both the export and import list. An instance is provided at Kiao-chow. Chefoo, we are told, is hopelessly beaten by the newer port as a distributor of foreign imports, but had in 1909 a marked advantage in imports and in native produce. The most unsatisfactory feature to notice is the continued depreciated state of ten-cash pieces, which is a great hindrance to trade. It is not satisfactory, either, to learn that the position of this currency was rather worse at the end of the year than at the beginning, though the provincial mints have greatly reduced their output. The Secretary points out that the importation of copper may be taken as an indication that coinage on a large scale will not soon be resumed. Four thousand piculs only were imported in 1909, against 233,401 in the six years preceding. The sum total of the trade is that it exceeded the highest total hitherto recorded, that of 1907, by Tls. 76, [illegible].

We have also before us the annual report on the foreign trade of China for last year by Mr. W. P. Ker, Commercial Attaché to His Majesty's Legation at Peking. He makes some interesting observations on the growth of anti-foreign feeling and the stirrings of a sense of patriotism in China. He remarks that it is unfortunate that the two ideas should be so closely associated in matters commercial, but the fact cannot be ignored that the jealousy and fear of foreigners is at present one of the main stimulants of material progress in this country. The Chinese of to-day are apt to regard commerce as a conflict in which the success of one party implies a corresponding loss to the other. They are convinced that foreign imports drain their country of its wealth; they seek to curtail the privileges of the foreign trader in every way; and their aim is to produce for themselves the piece-goods and other commodities which they have hitherto imported. It is somewhat extraordinary that such views should prevail, because the Chinese are largely a commercially-minded people, by whom exchange of commodities has long been carried on, and its value, therefore, fully recognised. We should expect that this phase is one that will soon pass away, for commerce is international, and only asks that it may be free to carry on its ramifications unfettered as far as Governments will allow. At the same time, says Mr. Ker, the brighter side of the situation should not be overlooked. In the first place, the establishment of factories in China affords an ever-widening opening for the use of imported machinery. In the second place, the national movement is signalised by efforts which are likely to assist the development of national resources and react on commercial prosperity. Report of His Majesty's Consuls from many parts of the country mention the establishment of agricultural museums and schools, technical colleges, industrial institutes, and so forth. It is true that these institutions suffer from lack of trained teachers, and they are not so effective as their names would imply, but the encouragement given them by officials and commercial bodies is a move in the right direction.

We have noted above the over-production of copper coins. This is a subject to which Mr. Ker also refers. To the injury already wrought Mr. Ker notes the further grave danger that these coins may be succeeded by the still more lucrative process of issuing bank notes unsecured by bullion. The danger has been frequently alluded to, but, as the Commercial Attaché points out, even if the Government succeeds eventually in securing a monopoly of issue to the official bank, it is too much to hope that such issue will be limited strictly to the amount indicated by available reserves of specie. It is a subject that must be carefully watched, for it may cause much more loss than the depreciated 10-cash coin, and militate greatly against the trade of China.—*L. & C. Exp etc.*

FOOTBALL.

QUEEN'S COLLEGE *vs.* ST. JOSEPH'S COLLEGE.

The above teams met in a friendly game of football yesterday afternoon at the Causeway Bay Ground. The first half of play was of a one sided nature and the Queen's College boys did as they liked. They scored three goals to their opponents' nil. The leather very seldom passed the senior College backs. The second half of the game was more exciting, no score being registered by either team, although several attempts were made to net the ball, the game thus resulting in a win for the old school by three goals to nil.

To-day's Advertisement.

TO LET.

A HOUSE in KNUTSFORD TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th November, 1910. [701

COMMERCIAL.

5th November, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	4/6
Anglo-Javas	Tls. 7½
Anglo-Malays	24/3
Balgownies	$11
Batu Tigas	92/6
Bertams	7/-
Bukit Kajangs (pp.)	46/-
Carey Unitods	17/6 prem.
Castlefields	17/6
Changkat Serdangs	$8½
Cheras (part paid)	$8 prem.
Do. (fully paid)	$18
Damansaras	130/-
Eastern Internationals	12/6 prem.
Glenealys	$2
Highlands and Lowlands	105/-
Indragiris	$14½
Kamunings	5/6 prem.
Kuala Lumpors	160/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Ledburys	62/6
Linggis	45/6
London Asiatics	12/6
London Ventures	6/-
Merlimaus	6/-
Pajams	$12½
Pegohs	$33
Rubber Trusts	18/- prem.
Saggas	270/-
Sandycrofts	$25½
Sapongs	24/-
Seafields	130/-
Shelfords	75/-
Singapore & Johores	$12½
Sumatra Paras	10/-
Sungei Chohs	95/-
Sungei Kapars	16/-
Tangkahs	30/-
Toerangie	2/- prem.
United Serdangs	102/6
United Singapores	$1.25
United Sumatras	8/-
United Langkats	80/-
Duffs	14/-
Tronohs	31/9
Para Rubber	6/2 per lb.

CHANGKAT SALAK:—2,314 lbs; Total eight months 9,462 lbs.

Perak Plantations Rubber Company have declared an interim dividend of threepence.

Rubber Estates of Krian (Sept.):—3,850 lbs; Total nine months 25,501 lbs.

Intimations.

CHEESE!
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CHOICE
CANADIAN STILTON
60 cents per lb.

THE DAIRY FARM CO.,
LIMITED.

ASAHI
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AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:
4 Doz. Quarts ..... $12.00 per case
8 Doz. Pints ..... $13.50 " "

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Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses.

Hongkong, 2nd November, 1910. [685

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TO-NIGHT! TO-NIGHT!
OUR NEW PROGRAMME admitted to be Better than the First.
CHAMPION DOUBLE JOCKEY ACT. NEW CLOWN ACTS.
THE EGG LAUGHING SCENE OUTDONE.
16 New and Brilliant Numbers 16
REMEMBER WHEN HARMSTON'S PROMISE
A CHANGE OF PROGRAMME, "THEY GIVE IT."
30 Other Favourite Artistes 30
Next Matinee: Wednesday, 9th Nov.

Doors open at 3 o'clock. Performance at 4 P.M. sharp. Children Half-price at Matinees only.
N.B.—Special Trams will run before and after the Performance.
PRICES OF ADMISSION.

Full Box 6 Chairs	$15.00	Stalls	$ 1.00
Single Seat (Box)	3.00		
Chairs	2.00	Gallery (Natives only)	50

Soldiers and Sailors in Uniform Half-price to the $1 and $2 seats.
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DRY IMPERIAL CHAMPAGNE

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SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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"MONTEAGLE" TUESDAY, NOV. 8TH.	.....
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 25TH.	.....
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

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For	Steamship	On
KOBE	*HINSANG*	...THURSDAY, 10th Nov., Daylight.
MANILA	*LOONGSANG*†	...SATURDAY, 12th Nov., Noon.
TIENTSIN	*CHIPSHING**	.....TUESDAY, 15th Nov., Noon.
MANILA	*VUENSANG*†	...SATURDAY, 19th Nov., Noon.
SHANGHAI, KOBE & MOJI	*NAMSANG*†	...MONDAY, 21st Nov., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kuitung*, *Nansang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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‡ Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

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Telephone No. 915.
Hongkong 8th November, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
ILOILO & CEBU	"SUNGKIANG"	10th Nov., 4 P.M.
SHANGHAI	"CHENAN"	10th " 4 P.M.
HAIPHONG	"CHIHLI"	12th " 10 A.M.
SHANGHAI	"LINAN"	12th " Midnight.
CHEFOO & TIENTSIN	"KUEICHOW"	15th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

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HONGKONG—PHILIPPINES.

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Steamship	Tons.	Captain.	For	Sailing Dates.
RUBI	2550	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 9th Nov., at 4 P.M.
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VICTORIA and TACOMA v. MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU"	6,059	WED'DAY, 14th Dec., at Noon.

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For	Steamers	Leaves
TAKAO & ANPING v. SWATOW & AMOY	"SOSHU MARU"	WEDNESDAY, 9th Nov., at 8 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 13th Nov., at 10 A.M.
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1st Class.	2nd Class.	3rd Class.
$73.00	$55.00	$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.
Hongkong, 7th November, 1910 [4

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.	Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAIGO MARU, Capt. A. Christiansen, Tons 8000	WED'DAY, 9th Nov., at Daylight.
	KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 23rd Nov., at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7,200	WEDNESDAY, 7th Nov., at Daylight.
	MISHIMA MARU, Capt. A. E. Moses, Tons 9,200	WEDNESDAY, 21st Dec., at Daylight.
VICTORIA, B.C., & SEATTLE	§ KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ AWA MARU, Capt. S. Ishizawa, Tons 7000	TUESDAY, 6th Dec., at Noon.
	§ INABA MARU, Capt. K. Kawara, Tons 7,000	TUESDAY, 3rd Jan., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winckler, Tons 6,300	FRIDAY, 25th Nov., Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5000	THURSDAY, 22nd Dec., at Noon.
BOMBAY via SINGAPORE & COLOMBO	‡ BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	TUESDAY, 29th November, P.M.
SHANGHAI, MOJI & KOBE	‡ TOSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 9th November, P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	TUESDAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Moses, Tons 9000	THURSDAY, 10th Nov., at 5 P.M.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers ¶ Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers.	Tons	Leave Hongkong
MIYASAKI MARU	9,000	15th Feb.
KITANO "	9,000	1st March
IYO "	7,000	15th "
HERANO "	9,000	29th "
TANGO "	8,000	12th April
KAMO "	9,000	26th "
AKI "	7,000	10th May
MISHIMA "	9,000	24th "

RATES OF PASSAGE.

To London, per New Steamer
1st class Single ... £550
" " " " Return ... £25
" " " 2nd class Single ... 360
" " " " Return ... 540
" " Old Str. 1st class Single ... 500
" " " " Return ... 750
" " " 2nd class Single ... 330
" " " " Return ... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong
AWA MARU	7,000	28th Feb.
INABA "	7,000	28th March
TAMBA "	7,000	25th April
AWA "	7,000	23rd May

RATES OF PASSAGE.

To Pacific Coast Common Points
1st class Single ... £50
" " " and " " ... £21
To London via New York 1st " " ... £60
" via St. Lawrence 1st " " ... £59

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO,
Manager. [6

Shipping—Steamers.

"INVER" LINE OF STEAMSHIPS, LIMITED.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the MALABAR COAST).

THE Steamship "INVERESK," Captain A. H. Smith, will be despatched as above on or about 8th November.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.
Agents.

Hongkong, 24th October, 1910. [669

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship "ARRATOON APCAR," Capt. W. D. A. Thomas, will be despatched for the above Ports on FRIDAY, the 11th November, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 7th November, 1910. [694

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 12th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th October, 1910 [676

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Aymerie	4,363	J. Boyd	10th Nov.
Redhill	3,862	H. E. Dowell	15th Dec.
Suevic	6,232	F. S. Cowley	17th Jan.
Kumaric	6,232	G. B. McGill	9th Feb.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 3rd November, 1910. [6

HONGKONG-BOSTON-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "INDRAPURA" ... On or about 26th Nov., 1910.

For Freight and further information, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 1st November, 1910. [670

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY.

For Freight and further information apply to
DODWELL & Co., LIMITED.
Hongkong, 4th October, 1910. [5

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ARCADIA," Capt. S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macedonia*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Persia*, due in London on 24th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 31st October, 1910. [6

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN," Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 11th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN
(Occupying 20 days).

The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip $120.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 7th November, 1910. [697

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI.
SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Moresco, will be despatched as above on SATURDAY, the 12th November, at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 8th November, 1910. [16

Consignees.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th November, 1910. [694

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "JAPAN," having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. on the 9th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th November, 1910. [695

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"BRECONSHIRE,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, delivery may be obtained.

Goods not cleared by the 14th instant, at 9 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, 12th Nov., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th November, 1910. [695

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LÜTZOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th of November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of November, at 9.30 A.M.

All claims must reach us before the 13th of November, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 3rd November, 1910.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10
Do. demand	1/10 9/16
Do. 4 months' sight	1/10 13/16
France—Bank T.T.	2.37
America—Bank T.T.	158
Germany—Bank T.T.	1.92
India T.T.	139½
Do. demand	140
Shanghai—Bank T.T.	73½
Singapore—Bank T.T. per H.K. $100	80
Japan—Bank T.T	92
Java—Bank T.T.	142½

Buying.

4 months' sight L/C.	1/1 9/16
6 months' sight L/C.	1/1 3/16
30 days' sight San Fco & New York	46½
4 months' sight do.	47½
30 days' sight Sydney & Melbourne	1/1 5/16
4 months' sight France	41½
6 months' sight "	2 43½
4 months' sight Germany	1.97
Bar Silver	56
Bank of England rate	5 %
Sovereign	$10.65

SHIPPING AND MAILS

MAILS DUE.

Indian (*Catherine Apcar*) 10th inst.
Canadian (*Empress of India*) 11th inst.
English (*Delta*) 11th inst., 6 a.m.
German (*Kleist*) 17th inst.
Indian (*Namsang*) 18th inst.
American (*Mongolia*) 15th inst.

The P. & O. S. N. Co.'s s.s. *Nile* is expected to arrive at Colombo on 15th inst., at 8 a.m.

The O. S. K. s.s *Seattle Maru*, which sailed here on 5th inst., arrived at Victoria, B.C., on 2nd inst.

The C. P. R. Co.'s ss. *Empress of China* arrived at Kobe at 10.30 a.m., on 4th inst., and left again at 5 p.m., same day, for Yokohama, where she is due to arrive at 4 p.m., on 5th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 8 a.m., on 6th inst., and left again at 3.30 p.m., same day, for Shanghai, where she is due to arrive at 2 a.m., on 8th inst.

THE WEATHER.

On the 8th at 2.15 a.—The barometer has risen moderately in E. Japan, and fallen over China particularly on the E. coast, where a depression is developing.

The high pressure area has moved Eastwards and now occupies E. Japan.

Moderate monsoon may be expected over the N. part of the China Sea for the next two days.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, moderate; fair.

2.—Formosa Channel, Variable winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Haiphong, same as No. 2.

	Nov. 7 at 10 a.m.	Nov. 7 at 4 p.m.
Barometer	30.08	30.02
Temperature	73	73
Humidity	71	78
Rainfall	0.19	—

RUBBER ESTATE RETURNS.

	August	Sept.	Total.
Allagar	3,550		22,970
Alor Pongsu	2,379	2,618	12,157
Alma	1,900	1,100	4,850
Anglo Malay	52,664	59,162	464,218
Ayer Kuning	195	320	1,786
Ayer Molek	1,810		8,900
Ayer Panas	1,090	1,580	4,339
Balgownie	8,000	7,65[illegible]	76,367
Batak Rabit	1,200	1,300	3,835
Banténg	3,400	4,123	19,307
Batu Caves	15,807	14,728	104,070
Batu Tiga	8,315	9,602	63,870
Bertam	12,000		73,543
Bikam	2,500	3,145	16,767
Brich	1,529	1,675	5,892
Bukit Kajang	5,513	5,193	34,164
Bukit Rajah	35,902		272,643
Bukit Lintang	4,000	4,700	29,970
Bukit Timah	873	1,422	3,861
Bukit K. B.	361	612	1,605
Carey United	12,250	11,350	86,550
Castlefield	4,579	5,047	31,168
Changkat Serdang	5,861	5,142	26,589
Changkat Salak	1,500	2,157	7,148
Cheng	—	950	950
Clicely			78,166
Consolidated Malay			164,835
Caledonia	23,000	26,000	179,227
Chumor			1,174
Chersonese	2,400	2,385	10,630
Damansara		93,190	158,100
Edinburgh	6,500		48,750
Federated (Selangor)		17,018	91,348
F.M.S. Rubber	33,100	34,145	423,862
Gedong	22,000	22,000	127,200
Glenealy	2,001	2,132	15,571
Glenshiel	4,788	4,784	19,493
Golden Hope	10,072	9,180	52,282
Golconda			86,853
Gula Kalumpong	—	10,800	20,800
Hai Kee	590	720	2,503
Harpenden	11,000	12,023	57,930
Haytor	618		967
Heawood	1,100	1,168	4,009
High & Lowlands	39,847	43,173	371,843
Inch Kenneth	10,521	12,895	113,485
Indragiri	868	705	4,041
Jimah	100		100
Jugra	10,018	9,521	60,583
Jebong	20,170	21,880	163,400
Kapar Para			80,708
Kamunting	8,880	8,940	127,612
Kempsey	3,950	4,099	27,134
Kepong	4,300		21,709
Klebang	232		483
Kota Tinggi	660	670	4,428
Kuala Klang			13,411
Kuran	3,001	3,141	10,458
Krian Rub. Est.	3,737	3,870	25,454
Kuala Lumpur	47,280	49,216	401,236
Labu	15,416	20,648	142,058
Lanadron	32,106	31,097	281,837
Ledbury	10,638	10,633	82,522
Linggi	73,500	78,000	587,500
London Asiatic	17,018	18,678	117,789
Malaka Pinda	331		331
Malacca Plant	27,000	33,000	210,000
Mandal Tekong	234	470	740
Merton	2,250	2,278	11,972
New Serendah	605		1,020
New Singapore	60	60	220
North Hummock			33,610
Nova Scotia	16,300	17,500	83,405
Pajam	3,500	3,500	22,800
Pataling	28,030	27,654	234,021
Pegoh	3,800	5,204	30,420
Pengkalen Durian	835	1,156	2,959
Perak Plant	13,600		85,446
Port Dickson	785	1,085	5,339
Radella			1,017
Rembia			5,170
Ribu Rubber	5,797	6,679	47,846
Rubana	18,500	20,000	110,729
Ratanui	2,000	2,050	11,604
Rober Growers Assn.	3,970		13,037
St. Helena	105	105	735
Sengat	7,700	6,415	54,172
Selaba	7,966	8,071	49,108
Sungei Chob	4,830	5,353	36,413
Sungei Kapar		4,656	110,236
Sandycroft	9,301	8,717	67,102
Seafield	18,671	21,095	135,504
Selangor			201,541
Serembau	31,538	35,721	282,074
Sembawang	609	653	2,079
Senawang	6,646	8,316	46,908
Shelford	11,000	11,700	69,301
S'pore & Johore	8,535	12,664	85,945
Singapore Para	5,000	5,275	44,315
Straits Rubber	10,100		156,380
Sungei Salak	3,700		17,889
Sungei Way	7,963		37,851
Sungkai Chumor	—	1,639	1,689
Seaport	—	879	879
Tambalak	1,124	1,127	3,215
Taujong Malim	1,300	900	3,450
Tola'k Anson	790	880	3,505
Tall Ayer	12,300	12,546	94,846
Trafalgar	275	294	1,744
Tremelbye	6,500		27,663
Ulu Pandan	446	450	1,781
United Singapore	2,115		10,550
United Sumatra	4,630	4,850	26,848
Vallambrosa	—	35,700	286,437

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—*Singapore Free Press.*]

Shipping.

Arrivals.

Rajah, Ger. s.s., 1,275, H. C. Reher, 7th Nov.—Bangkok 29th Oct., Rice and Teakwood.—B. & S.

Amigo, Ger. s.s., 821, W. Langschwager, 7th Nov.—Pakhoi and Hoihow 5th Nov., Gen.—J. & Co.

Belgravia, Ger. s.s., 6,582, Th. Hildebrandt, 7th Nov.—Shanghai 4th Nov., Gen.—H. A. L.

Carl Diederichsen, Ger. s.s., 774, Chr. Jürgenson, 7th Nov.—Haiphong and Hoihow 6th Nov., Gen.—J. & Co.

Kwangtah, Chi. s.s., 1,536, Pratt, 7th Nov.—Shanghai 4th Nov. Gen.—O. M. S. N. Co.

Keong Wai, Ger. s.s., 1,217, Joh. Köhler, 7th Nov.—Bangkok 29th Oct., Rice.—B. & S.

Hunan, Br. s.s., 1,043, Benson, 7th Nov.—Wuhu 1st Nov., Rice.—B. & S.

Palembang, Dutch s.s., 1,110, Weston, 7th Nov. Singapore 29th Oct., Oil.—A. P. & Co.

Simongan, Dut. s.s., 1,100, H. Vos, 8th Nov.—Java (Pasuroekan) 27th Nov., Sugar.—Yuen Fat Hong.

Hongkong, Fr. s.s., 1739, A. Cornelissen, 8th Nov.—Haiphong 6th Nov., Gen.—A. R. Marty.

Haimun, Br. s.s., 641, A. H. Stewart, 8th Nov.—Swatow 7th Nov., Gen.—D. L. & Co.

Agamemnon, Br. s.s., 4,461, R. Day, 8th Nov.—Liverpool 2nd Oct., Gen.—B. & S.

Chenan, Br. s.s., 2,000, Loyd Jones, 8th Nov.—Canton 7th Nov. Gen.—B. & S.

Touareg, Fr. s.s., 782, E. de Ostaiano, 8th Nov.—Haiphong and Kutchiwan, 4th Gen.—M. M.

Quinta, Ger. s.s. 900, Schlesinger, 8th Nov.—Bangkok 27th Oct., Rice.—S. & Co.

Loongsang, Br. s.s., 1,093, F. Wheeler, 8th Nov.—Manila 4th Nov., Gen.—J. M. & Co.

Luchow, Br. s.s., 1, 1[illegible], Baddeley, 8th Nov.—Canton 7th Oct., Rice.—B. & S.

Clearances at the Harbour Office.

Kaifong, for Manila.
Kwangtah, for Canton.
Union, for Manila.
Belgravia, for Singapore.
Tango Maru, for Singapore.
Montcalm, for Shanghai.
Tjisitni, for Batavia.
Haiching, for Swatow.
Amigo, for Haiphong.
Taiyuan, for Manila.
Baron Innerdale, for Australia Christmas Island.

Departures
Nov. 8.

Omuro Maru, for Newchwang.
Tambo Maru, for Shanghai.
Toman Maru, for Moji.
Ernest Simons, for Shanghai.
Montcalm, for Vancouver.
Haiching, for Coast Ports.
Dumbea, for Europe.
Hunnan, for Canton.
Hanyang, for Amoy.
Taiyuan, for Australian Ports.
Meefoo, for Shanghai.
Tingsang, for Shanghai.
Lutsang, for Calcutta.
Kaifong, for Cebu.
Flintshire, for Shanghai.
Union, for Manila.
Tjikini, for Soutabaya.

Passengers arrived.

Per *Haimun*, from Swatow—Revs. Delornie, Rey and Reywise.

Per *Loongsang*, from Manila—Mr. and Mrs. R. Martens, Miss E. Kester, Mr. and Mrs. Lanthorn, Messrs. F. Abella and Con Yeo.

Per *Touareg*, from Haiphong—Mr. and Mrs. Bridon, Mr. and Mrs. Thomas, Messrs. Proche Famille Chouguet, Leffaite, de Queeverrer, Brenice, R. R. P. P. Lamont Gurimermann Collard and Bandet.

Passengers departed.

Per *Prinz Waldemar*, for Manila, New Guinea and Australia—Mr. and Mrs. W. L. Moffill, Mr. and Mrs. H. Oliver, Mr. A. Richter, Mr. and Mrs. Rodatz Capt. Bane, Messrs. Treaty Ramerez, A. Mellan and party, D. Schumacher, P. O. Schlumbon, W. Schmidt, I. Ryree and party, A. Craig, Dr. Kersteng, Messrs. A. E. Schaeffer, A. Granado, A. Schutz, Henry, W. E. Tait, Att. Ang Conde, R. R. Fernandez, M. I. Valdes, R. Lardéribul, N. Yishemura, Snowdon, E. G. Bryant and R. Alton.

Per *Yorck*, for Europe and Ports—Mr. P. G. Klauky, Miss Mary Lewis, Mrs. J. O. Frederick, Dr. and Mrs. R. W. Miller, Mrs. L. G. Prall, R. Meisser, Miss E. Muller, Messrs. H. Catleu, S. R. Mehta, Mr. and Mrs. S. Vivot, W. D. Grahur, Mr. and Mrs. H. W. Sheart, Messrs Ling Chung Fat, Tham Po Chi, Mr. and Mrs. Aw Chee How, Mrs. Chung, Mr. and Mrs. Gave Chan Ping, Hing, Mr. and Mrs. Tan Kye Cheang, Messrs. Leung Chu, Ku Long U, Chan Shing, Lock Mun Chau, Mrs. Huna, Mrs. Toki, Mrs. A. P. Tuey, Mr. Mong Chong, Mrs. Chun Far, Mrs. G. O Kramer, Miss Stener, Messrs. R. Kumourfeldt, E. Appel, Miss A. Long, Mr. and Mrs. Ving Song Tan and child, Mr. H. C. Vincent and family, Mr. and Mrs. D. W. McCliner, and Miss D. Campbell.

Shipping Reports.

Str. *Rajah*, from Bangkok:—Very Rough weather all the voyage. Met a heavy typhoon near Annam coast. North of Paracells strong N.E. gale.

Str. *Agamemnon*, from Liverpool:—South China Sea. Nov. 2nd 3rd 4th Westerly, South Westerly and Southerly wind weather fine. Strong current setting South. 5th 6th 7th. Heavy swell from N. N.E. with fresh monsoon.

VESSELS IN PORT.

STEAMERS.

Amara Br s.s, 1,565, C. J. Mattock, 4th Nov.—Java 25th Oct., Sugar.—J., M. & Co.

Atholl, Br. s.s., 3,031, S. L. Soxby, 7th Nov.—New York 13th Sept., Case Oil.—D. & Co.

Arratoon Apcar, Br. s.s., 2,931, D. Thomas, 4th Nov.—Kobe 29th Oct., and Moji 31st Gen. and Coal.—D., S. & Co., Ld

Asia, Br. s.s., 2,936, Harry Gaukroger, 7th Nov.—San Francisco 11th Oct., Mails and Gen.—P. M. S. S. Co.

Ban Yek, Am. s.s., 558, F. Fabregan, 31st Oct.—Manila 27th Oct., Sugar.—Shu Fan Loo.

Breconshire, Br. s.s., 3,655, J. M. Tomlinson, 7th Nov.—London and Ports 17th Sept., Gen—J., M. & Co.

Buyo Maru, Jap. s.s., 1,813 Yatsugange, 2nd Nov.—Dairen 27th Oct., Coal.—M, B, K.

Chiyo Maru, Jap. s.s., 7,310, W. W. Greene, 3rd Nov.—San Francisco 6th Oct., Mails and Gen.—T. K. K.

Capri Ital, s.s., 2,789, D. Morasco, 7th Nov.—Singapore 29th Oct., Gen.—C. & Co.

Devawongse, Ger. s.s., 1,056, E. v. Reeken, 1st Nov.—Bangkok 21st Oct., Rice and Meal.—B. & S.

Fooshing, Br. s.s., 1,423, C. Tweedie, 3rd Nov.—Java 24th Oct., Sugar.—J., M. & Co.

Hinsang Br s.s., 1,356, Smith, 2nd Nov.—Java 23rd Oct., Sugar.—J., M. Co.

Japan, Br. s.s., 3,806, A. Stewart, 7th Nov.—Singapore 1st Nov., Gen.—D., S. & Co., Ld.

Kiukiang, Br. s.s., 1,228, Robertson, 3rd Nov.—Canton 2nd Nov., Ballast.—B. & S.

Montrose, Br. s.s., 2,864, Clegg, 3rd Oct.—Callao 22nd Aug., Ballast—D. & Co.

Pakiat Ger. s.s., 1 017, E. Gathemann, 5th Nov.—Bangkok and Swatow 4th Nov., Rice.—B. & S.

Persia, Br. s.s., A. Locket, 22nd Oct.—Mexico 27th Sept., and Moji 18th Oct., Gen.—Kog Hok Fong & Co.

Pongtong, Ger. s.s., 998, W. Böttzführ, 20th Oct.—Bangkok 8th Oct., via Kohsichang 12th Rice and Timber.—W. & Co.

Promethens, Nor. s.s., 1,014, O. Komellissen, 27th Oct.—Saigon 22nd Oct., Gen.—B. & S.

Tango Maru, Jap. s.s., 2,045, Christiansen, 7th Nov.—Shanghai 4th Nov., Gen.—N. Y. K.

Tean, Br. s.s., 1,325, W. Outerbridge, 4th Nov.—Manila 1st Nov., Gen.—B. & S.

Talana, Br. s.s., 2,124, Simiton, 2nd Nov.—Kobe 25th Oct., Ballast.—A. P. & Co.

Thordis, Nor. s.s., 1,091, J. Johansen, 7th Nov. Bangkok via Swatow 6th Nov., Rice.—Arnhold Thomas & Co.

Sanja Ger. s.s. 996, N. Mensen, 6th Nov.—Canton 5th Nov., Sugar.—G. O. G. L.

Shantung, Br. s.s. 1,8[illegible], J. Robinson, 7th Nov.—Cheribon 2th Oct., Ballast.—B. & S.

Soshu Maru, Jap. s.s., 1 119, K. Sukawa, 7th Nov.—Anping and Swatow 6th Nov., Gen.—O. S. K.

Zafiro, Br. s.s., 1,619, A. Fraser, 7th Nov.—Manila 4th Nov., Hemp.—S., T. & Co.

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ Owing to pressure of work caused by the outward Christmas Parcel Mail on Friday the inward parcel Mail from Europe will not be delivered until Saturday morning.

A Mail will close for:—

Amoy, Straits and Rangoon—Per *Swang Bee*, 9th Nov., 9 A.M.
Swatow—Per *Haimun*, 9th Nov., 10 A.M.
Macao—Per *Swi Tai*, 9th Nov., 1.15 P.M.
Manila, Iloilo and Cebu—Per *Rubi*, 9th Nov., 3 P.M.
Fort Bayard and Haiphong—Per *Touareg*, 10th Nov., 8 A.M.
Haiphong—Per *Hongkong*, 10th Nov., 9 A.M.
Kobe and Yokohama—Per *Mishima Maru*, 10th Nov., 3 P.M.
Iloilo and Cebu—Per *Sunghiang*, 10th Nov., 3 P.M.
Shanghai—Per *Chenan*, 10th Nov., 5 P.M.
Moji, Manzanillo, Guaymas and Mexico—Per *Persia*, 10th Nov., 4 P.M.
Shanghai, Kobe and Moji—Per *Japan*, 10th Nov., 5 A.M.
Swatow, Amoy and Foochow—Per *Haitan*, 11th Nov., 10 A.M.
Singapore, Penang and Calcutta—Per *A. Apcar*, 11th Nov., 11 A.M.
Haiphong—Per *Chihli*, 12th Nov., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per *Chiyo Maru*, 12th Nov., 10 A.M.
Manila—Per *Loongsang*, 12th Nov., 10 A.M.
Singapore, Penang and Bombay—Per *Capri*, 12th Nov., 10 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Empire*, 12th Nov., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Arcadia*, 12th Nov., 11 A.M.
SHANGHAI *via* SIBERIAN Mail to Europe—Per *Liman*, 12th Nov., 6 P.M.
Swatow—Per *Haimun*, 13th Nov., 9 A.M.
Swatow Amoy and Foochow—Per *Haiyang*, 15th Nov., 10 A.M.
Chefoo and Tientsin—Per *Fuchow*, 15th Nov., 3 P.M.
Europe, &c., India *via* Tuticorin—Per *Princess Alice* 16th Nov., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B C.)—Per *Empress of India*, 18th Nov., 6 P.M.

Steamers Expected

Vessels	*From*	*Agents.*	*Due*
C. Apcar	Singapore	D. S. & Co	Nov. 10
Emp. of India	Shanghai	C. P. R. Co	Nov. 11
Delta	Singapore	P. & O. Co.	Nov. 11
Kleist	Colombo	M. & Co.	Nov. 17
Namsang	Calcutta	J. M. & Co	Nov. 18
Tacoma Maru	Yokohama	O. S. K.	Nov. 20
Mongolia	San Fcisco	P. M. Co.	Nov. 25
Panama Maru	Tacoma	O. S. K.	Dec. 1

Ships Passed The Canal.

4th October—*Aki Maru, Ershirrog Franz, Ferdinandt, Breconshire, Braemar, Glenroy, Saxonia, Stentor.* 7th October—*Kintuck, Ceylon.* 11th October—*Beucleuch, Albenga, Benmohr, Konang St, Westphalia, Lennox, Lutzow, Memnon, Nubia, Yang Tsze.* 14th October—*Benavon, Bulow, Kanagawa Maru, Mishima Maru, Miyazaki Maru, Katzow, Ernest Simons, Diomid, Sparta, Tsinkat.* 18th October—*Bellerophon, Palermo, Silesia, Arabia, Denbighshire.* 21st October—*Alcinous, Yedo, Candia, Libiria, St. Patrick, Tourane, Somali.* 25th October—*Australian, Benarty, Ching Wo, Carnarvonshire, Glenesk, Kleist, Serpidon.* 28th October—*Darfflinger, Jason, Kasmus, Kitano Maru, Polynesian, Charlton,* 1st November—*Brattlia, Ceylon, Doncalton, Glenlogan, Kaga Maru, Shimosa, Welsh Prince.* 4th November—*Hyson, Nile, Syria, Polyphemus, Yarra.*

Arrivals at Home—4th October—*Segovia, Scandia, Cardiganshire, Glaucus.* 7th October—*Polyphemus, Gaban, Hitachi Maru.* 11th October—*Benvorlich, Carmarthenshire, Wray Castle, Oanfa, Ghazie, Fadien, Stentor.* 12th October—*Sunda.* 13th October—*Poona.* 14th October—*Ville de la Ciotat, Glenlochy.* 21st October—*Bulow, Kanagawa Maru, Saxonia, Yang Tsze, Miyazaki Maru.* 25th October—*Diomid.* 27th October—*Nubia.* 28th October—*Bellerophon, Silesia, Tourane.* 1st November—*Brasmar, Carnarvonshire, Serpidon, Seneca, Sparta.* 4th November—*Darfflinger, Kitano Maru, Lennox.*

VISITORS AT THE HOTELS.

HONGKONG HOTEL.

Andrew, J. I.
Backhouse, J. H.
Baird, David
Baker, Mrs F. N.
Banham, F. C.
Best, Capt. A. H.
Birdsall, Mrs.
Bouvy, A. A.
Breaker, Mr. & Mrs. F.
Brenier, H.
Broadhead, Mrs. A. N.
Broadhead, W. A.
Brown, G.
Brown, Mr. & Mrs. E. C.
Brunt, A. C.
Buchanan, F. P.
Bunner, Mr. W. C.
Burtt, W. H.
Cleaver, T. C. B.
Close, W. B.
Chapple, F. T.
Crossland, J. W.
Davies, W. H.
Dickinson, Mrs. H.
Evans, F.
Fisher, H. G.
Fischer, P.
Garner, C. E.
Giffin, Mrs. A. M.
Goulhoum, V.
Hall, Capt. T. P.
Harrison, T. L.
Hargis, Lt. D.
Hendricks, Mrs. W. C.
Hewett, Hon. Mr and Mrs. E. A.
Hodgson, P. M.
Holgate, L. G.
Horne, R.
Hough, Dr. S.
Hugo, C.
Jack, Mrs. C. M.
Jones, E. W. C.
Jones, Miss
Jongh, A. A. de
Killion, Miss J.
Leigh, Miss A.
Leinan, R.
Leinan, Mrs. R. and child
Little, J. H.
Lloyd, Mr. G. T.
Logan, W.
Lopes, J. M.
Luchsinger, M.
Massey, Miss K. A.
Marriott, Dr. C.
McHugh, J.
Megie, Mrs. B.
Megie, B.
Mercer, Mrs. J. C.
Miller, Mrs. A.
Moulder, A. B.
Murray, M. F.
Nits, Mr.
Northcombe, Mr. and Mrs. F. D.
Otto, A.
Pearson, Mr. and Mrs.
Pope, A. W. U.
Porter, J. W.
Potts, P. C.
Preston, R.
Ray, E. H.
Rodger, R. K.
Roose, A.
Schaforth, Miss M. M.
Solomon, H. H.
Soler, R.
Spalding, Dr. and Mrs. A. D.
Spittles, J.
Square, Miss A.
Stainer, Lt. and Mrs. C. E. R.N.
Steele-Boyce, W.
Thompson, Mr. & Mrs. M. L.
Trautschold, W. W.
Travers, S. M.
Verschoor, W. A.
Weeks, Mr. & Mrs. L. J.
Weltz, H.
White, Mr. and Mrs. H. J. H.
Withington, Mr. and Mrs. J. H.
Wilkins, Miss E.
Wilson, E. S.
Wood, G. G.
Yochanati, J. N. de
Yokino, T.

ASTOR HOUSE.

Anderson, C.
Antonelli, Mr.
Bandsy, O.
Beach, J. B.
Bruce, C. H. and son
Chausse, G.
Chauvenet, R. de
Craig, J.
Davis, R. F.
Eddy, R. C.
Emberger, C.
Escamilla, L.
Favetta, V.
Feinstein, J.
Feinstein, B.
Fogliani, D.
Galley, W. W.
Glennie, Mr. & Mrs. J.
Grant, J. M.
Graham, H. B.
Grunberg, H. M.
Gulot, F.
Harmston, Miss J.
Harmston, W.
Hayes, Dick
Hayles, H. S.
Hurtado, Mr. & Mrs. E. L.
Hilligrove, T. A.
Lee, Miss M.
Johnson, Mr. & Mrs. J.
Koster, Miss E.
Lanthorn, Mr. & Mrs.
Lieber, F.
Love, Mrs. Harmston
Luudy, G. D.
Magner, L. J.
Martens, Capt. & Mrs.
Mathis, J.
McAnally, R. E.
McDonald, J. F.
McDonagh, W. E.
Mody, N.
Pollard, J. E.
Pond, E. H.
Rafalowski, M.
Randall, Geo.
Rogers, Mrs. E.
Roseburg, H.
Rosenthal, W.
Rosenthal, F.
Rossiter, Dr. and Mrs.
Rougal, Mr. and Mrs.
Schmidt, P.
Schreck, G.
Snowdon, J. L.
Strohl, R. M.
Webber, R. T.
Welding, F.
Wentworth, W. A.
Westcott, W.
Wrigley, Lt. Col. & Mrs.
Wright, Mr. and Mrs.
Lyddon, Capt. & Mrs.

PEAK.

Anderson, Mr. & Mrs. Aubrey, Dr.
Bayard, Col.
Bedford, Col. and Mrs.
Bell, Capt. R.A.M.C.
Benton, Mrs.
Bowdler, Mrs.
Cunningham, Lt. and Mrs.
Carmichael, Mr. and Mrs.
Clair, Capt. St.
Day, Mr.
Edwards, Mr. and Mrs.
Fayrer, Sir Joseph and Lady
Frisk, F. A.
Gell, J.
Gordon, Mr. and Mrs.
Greve, H. de
Guthrie, Capt. & Mrs.
Haseland, F. A.
Highton, Eng.-Comdr.
Hind, W. B.
Hockaday, W. T.
Hodgins, Mrs.
Hughes, Rev.
Jack, Miss
Jacks, P.
Kilmanek, P.
Koblischmidt, Mr. & Mrs
Koran, E.
Kostmann, Mr.
Lean, Major, & Mrs.
Macfarlane, Dr. & Mrs.
Manning, Mr.
Martin, Mr.
Mast, M. M.
Meier, Mr. and Mrs. John
Midwood, Col. & Mrs.
Morley, Lt. and Mrs. Neilson, Mr.
Pegg, Rev. H.
Page, Miss
Perrins, Mr. and Mrs. P. L.
Perry, Lt. R.A.M.C.
Phillips, H. R.
Pigrott, Sir Francis
Rottan, Mr.
Relton, Mrs. and Miss
Redd, Mrs.
Rymer, Mrs.
Schloss, Mr. and Mrs.
Sinclair, A.
Simcpole, Lt.-Col.
Stewart, Major, & Mrs.
Sutherland, Mr.
Thomas, Mr. and Mrs.
Thompson, Capt. and Mrs.
Thornhill, Rev.
Topp, J. R.
Warning, Capt.
Weston, W.
Williams, A. D.
Withinshaw, J. D.

GRAFENBURG.

Adams, Mr. and Mrs.
Caldwell, Mr. and Mrs. G. A.
Chinchen, S. J.
Gaskell, Mr. and Mrs. W. H.
Grant-Smith, R.
Hollingsworth, Mr. & Mrs.
Jones, Dr. and Mrs. F. R. J.
Knott, Mrs.
Kydd, Mr. & Mrs. T. W.
Smith, Crowther
Smith, Miss D.
Sutton, Mr. & Mrs. F.
Wilson, G. L.
Wood, E. M.
Evan

ORIENTAL HOTEL.

Brown, W. H.
Crew, Mr. and Mrs. A. B.
Ermiloff, P.
Frank, P. A.
Johnson, Mr. and Mrs. R. D. and child
Keyt, Dr. F.
Lane, F. I.
Lowick, H. C.
McDonald, F. J.
McVon, M. F.
Miclin, Mr. and Mrs. and family
Meyer, G.
Prieph, Wm. Jr.
Richter, A.
Saukson, F.
Schmidt, A.
Schumader, Dr.
Schlembam, P. G.
Shand, J.
Stewart, Capt. & Mrs. A. H. and child
Stotzle, A. P.
Taylor, R.
Wilson, T. H.
Zobel, Mrs. and maid

DOCK RETURNS.

TAIKOO DOCKS.

Union ..... at Quarry Bay Docks.
Sunghiang ..... " "

CHINA COAST METEOROLOGICAL REGISTER.

November 7th, 1910, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	30.24	35	74	—	0	h
Namura	6	a.m.	30.14	—	—	N	4	—
Hakodate			30.28	—	—	—	0	—
Tokio			30.30	—	—	NW	1	—
Kochi			30.29	—	—	W	1	—
Nagasaki			30.29	—	—	—	0	—
Kagoshima			30.25	—	—	NNE	2	—
Oshima			30.20	—	—	S	2	—
Naha			30.13	—	—	NE	2	—
Ishigakijima			30.09	—	—	NE	1	—
Bashi Is.			30.01	—	—	N	1	—
Oosfoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	6	a.m.	30.25	62	—	SW	2	b
Hankow	6	a.m.	—	—	—	—	—	—
Kiukiang			30.16	61	89	NE	2	c
Shanghai	9	a.m.	30.24	67	69	ENE	1	c
Gutzlaff			30.33	70	75	ENE	1	cv
Sharp Peak			30.19	66	—	N	3	c
Amoy	6	a.m.	30.03	70	70	NE	4	b
Swatow			30.07	67	90	—	1	b
Tsihoku	5	a.m.	30.10	—	—	N	6	—
Tachu			30.04	—	—	—	0	—
Tamsui			30.05	—	—	NE	2	—
Koksia			29.99	—	—	N	2	—
Pakalaras			29.99	—	—	N	6	—
Canton	9	a.m.	30.06	71	90	—	0	o
Hongkong	10	a.m.	30.03	75	72	E	3	o
Victoria Peak			—	—	—	E	5	—
Gap Rock			30.02	—	—	ENE	5	—
Macao			30.08	73	—	NE	1	o
Wuchow	9	a.m.	30.08	71	—	E	1	od
Hoihow			—	—	—	—	—	—
Pakhoi			—	—	—	—	—	—
Pakhoi	8	a.m.	—	—	—	—	—	—
Tourane			—	—	—	—	—	—
C. St. James			—	—	—	—	—	—
Aparri	6	a.m.	29.96	73	—	SW	2	b
Manila	10	a.m.	29.92	82	71	WSW	1	c

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMAT RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 / $15,000,000 / $250,000	$2,079,230	£2 for first half year ending 30.6.10 @ 1/9 =$22.45	5 %	810 sales £86 10/-
National Bank of China, Limited	99,925	£7	£6	£4,000 / $1,000	$30,552	$2 (London 3/6) for 1909	...	$81 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,562,030 / $254,183 / $307,791	none	$25 for 1909	8½ %	$175 buyers
North China Insurance Company, Limited	10,000	£15	£5	£225,000 / Tls. 221,030 / Tls. 368,644 / Tls. 137,308	Tls. 205,719	Final div. of 7½ % for '09 making 15 % in all	5 %	Tls. 210 sales
Union Insurance Society of Canton, Limited	18,400	$250	$100	$ [illegible] / $30,000 / £11,948 / £105,349 / $713,985	$287,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	%	835 sellers
Yangtsze Insurance Association, Limited	12,000	$200	$60	$1,000,000 / $894,405 / $199,264	$7 17,637	$12 for year ending 31.12.08 and interim of $3 on account of 1909	9½ %	$195 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $550,348 / $61,168	$438,406	$6 and bonus $8 for 1908	7 %	$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,400,000	$426,218	$27 for 1908	8 %	$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	157,743	Dr. $3,727	£2½ for 1906	...	$9 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$230,000 / $100,189	Nil.	2½ for year ending 30.6.1908	...	$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $617,500 / 178,765 / $15 491	$20,766	Dividend of $1½ for 30.6.10	1½ %	$31½
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£138,100	537.8.2	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	...	$58
Do. Do. (Deferred)	60,000							
"Shell" Transport and Trading Company, Limited	4,000,000	£1	£1	£720,000 / £100,000	192,994	Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & an int. div. of 1s. per sh. on ac. for '10	5 %	84/-
"Star" Ferry Company, Limited	10,000	$10	$10	$71,850	$1,159	A dividend of 7 % / A bonus of 5 % for yr. ending 30.4. 1910	5 % / 6 %	$23 sellers. $1:½ buyers
	10,000	$10	$5	$62,681				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$530 000 / $83,620	Dr. $8,090	$5 for half year ending 30.6 1910	6 %	$145 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	[illegible]	Dr. $135,891	$3 for 1897	...	$23 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£2. 1	£215,000		Final div. of 1/6 for the year 1910 making 15 % (coupon No. 15)		Tls 15½ ex div. b.
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	£12,283 / none	£1,435 none	First year	9 % ...	Ps. 12
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10					
&.	50,000	£1	£1	£4	none	5½ per share 13th dividend	5 %	$6½ sellers
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none	none	Final of Gold 30.65 for 1909 in all G. $1.15		30/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	$8,460	$1.75 for year ending 31.12.06	...	$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 / $31,993 / $40,000	$264,847	$2½ for 1909	4½ %	$57 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$88,281 / $22 ,000				$48 buyers
Shanghai Dock and Engineering Co., Ld.	Tls. 55,700	Tls. 100	Tls. 100	[illegible]	$132,765	3% for half year ended 30.6 19 9	...	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	[illegible] / [illegible]	Tls. 6,261 / Tls. 9,222	Final of Tls. 3½ making Tls. 6 in all for year 30.4 1910 / Interim of Tls. 3 for 1910	8 % / 7 %	Tls. 72 / Tls. 95
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	[illegible]	Tls. 4,314	Tls. 6 for year ending 29.2.10	5½ %	Tls. 97 sellers
Central Stores, Limited	50,123	$15	$15	$1,230	$24,042	8% for 1909	8 %	$128 sellers
Hongkong Hotel Company, Limited	12,000 / 8,000	$50 / $50	$50 / $25	[illegible]	$1,277	$3 on old shares $1.50 on new shares for half year ending 30.6.10	6 %	$97 sellers, $70 sales
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$10,000 / $250,000	$27,9[illegible]	Interim of $3½ for 1910	7 %	$98½ buyers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	226,945	$5,471	45 cents for 1909	6 %	$7 sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	25,850 / none	$269	$2½ for 1909	8 %	$15 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045	Tls. 61,969	Interim of Tls. 3 for 1910	6½ %	Tls. 110 sales
West Point Building Company, Limited	12,500	$50	$50	Tls. 30,000 / none	$1,958	Interim of $1.80 for 1910	8½ %	$39 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 50	Tls. 240,000	10,991	Tls. 11 for year ending 31.10.09	8½ %	Tls. 90 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 40,098 / $ [illegible]	$9,551	50 cents for year ending 31.7.08	...	74 buyers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	[illegible]	8,172	Tls. 7½ for year ending 30.9.09	10 %	Tls. 51
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 10	Tls. 10	[illegible]	Tls. 4,829	Tls. 6 for 1909	10 %	Tls. 50 sellers
Say-Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	$1,171	Tls. 31,173	Tls. 35 for 1909	17 %	Tls. 250 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£548	15 % per share for 1909	...	$8 sellers
China-Borneo Company, Limited	60,000	$12	$12	$40,000	N.L.	60 cents for 1909	6½ %	$9
China Light and Power Company, Limited	50,000	$5	$5	[illegible]	50,242	60 cents for year ended 28.2.06	...	$1.10 sellers
Do. Do. special shares	*50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000	12,602	80 cents for 1909	10 %	57½
Dairy Farm Company, Limited	40,000	$71	$6	$1,200 / $1,200	$1,892	$1.20 for year ending 31.7.09	7 %	$17½ buyers
Green Island Cement Company, Limited	400 000	$10	$10	$15,000	$4,890	Interim of 15 cents per share for 1910	10 %	$3½ buyers
H. Price & Company, Limited	12000	$10	$10	$5,000	$670	14 per cent. viz. $1.40 for 1909	12 %	$12 sellers
Hongkong Electric Company, Limited	60,000	$10	$12	none	$12,798	A dividend of $1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %	$10
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,616	Interim of $2 per share for 1910	6 %	$135 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$40,000	$9,176	Interim of $1 per share for 1910	9 %	$10 sellers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 63,924	Tls. 316,682	3rd Interim dividend of Tls. 15 making in all Tls. 37½ for 1910	5 %	Tls. 1,150 b./
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$3,024	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5 1/2 %	$12 sellers
Peak Tramways Company (new)	50,000	$10	$1	none			5 %	$3½ sellers
Philippine Commercial Company, Limited	75,000	$10	$10		Ps. 18,640	None	...	$8
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 21,820 / Tls 100,000	Tls. 5,250	No dividend this year	2 %	Tls. 10½ b.
Societe des Pulpes et Papeteries du Tonkin	13,300 Benefit shares 1,200	50 Haiphong Nominal	35 Haiphong Currency	none	none	First year / None	...	$36 sellers $800 Hongkong Currency
South China Morning Post, Limited	6,000	$25	$25	none	none	None	...	$24
Steam Laundry Company, Limited	20,000	$25	$5	none	Dr. $31,096	10 % for year ending 31st May 1910	8 %	$8½ sellers
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	$27,86 none	60 cents for year ending 31.12.06	8 %	$7 sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$142	15 % per ordinary sh. for year ended 31.5.10	5 %	$11½ sellers
Watkins Limited	10,000	$10	$10	none	$1,941	25 cents for 1909	5 %	$3 sellers
Watson (A.S.) & Co., Limited	90,000		$10	$100,000 / $5,000	$2,624	3 % for 1909	...	$6½ buyers
William Powell, Limited	15,000	$7		none	$752	None	...	$2 buyers

Printed and Published by Richard Irving Hope for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, [illegible] Hongkong, this 8th day of November, 1910.

Hotel.

ROLLER SKATING RINK
AT THE
BELLE VIEW HOTEL,
SHAUKIWAN ROAD.
Telephone No. 907.

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
Season Tickets $1 each per month.
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandahs.
Meals a la carte at all hours.
Dining Rooms can be reserved by application to the Manager.

W. GALLAGHER,
Manager.

Hongkong, 4th November, 1910. [20

Intimations

Denmarks Pride

HEYMANS BUTTER

SIEMSSEN & CO., Sole Agents. 49

PEAK TRAMWAYS COMPANY LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1910. [27

SAVE YOUR HEALTH
in drinking the cheapest and most agreeable Table Mineral Water
"COUZAN GATIER"
approved by the French Faculty of Medicine.

Large Bottles $2.30
Dozen 3.25
Case 50 Bottles.....11.50
" 60 " 13.20

SOLE AGENTS:
"FRENCH STORE."

Hongkong, 18th July, 1910. [47

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
利光隆傢俬行
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & CO.,
25th May, 1911.

ORDERS [illegible]
SHANGHAI [illegible]

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&c., &c., &c.
Inspection invited.
GRACA & CO.,
27, DES VOEUX ROAD, HONGKONG.
Hongkong, 18th October, 1910 [61

NEW SHOP!
JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN & CO.
Dealers in
CEYLON PRECIOUS STONES, &c.,
38 & 40, QUEEN'S ROAD CENTRAL.
Hongkong, 23rd May, 1910. [47

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES, ILLUSTRATED PAPERS, [illegible]